Grand·Prix international

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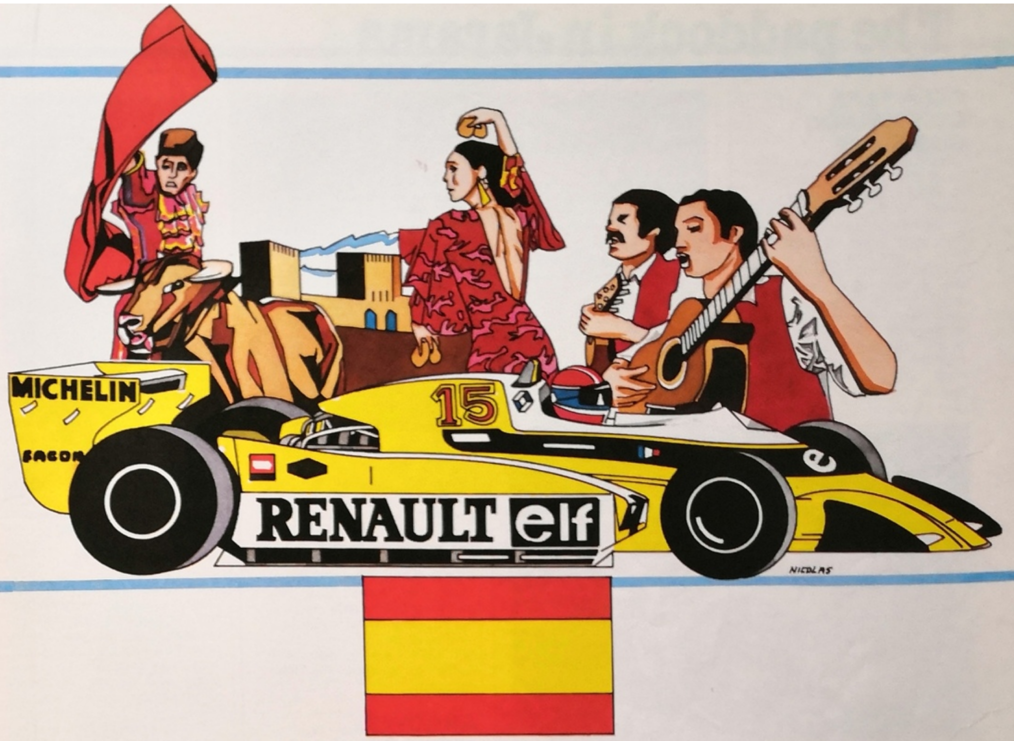

THE THIRD MAN

A win in Spain for Jacques Laffite or for Gilles Villeneuve would have taken away quite a lot of interest in the World championship. It would have assured one or the other of a comfortable position in the championship until mid-season at least. But the two pre-race series leaders both slipped up. Instead there emerged the third man of the year: Patrick Depailler.
The little man from Clermont-Ferrand had been thinking about possible success for a long time. Since the first tests of the Ligier JS 11 in December, Patrick knew he could win. But when? He didn't think about that, so as not to be too confident as to become impatient.
Jacques Laffite's two victories, encouraging as they were, also left a sour taste: they could have been Patrick's. When Villeneuve, Ferrari and Michelin became dominant, Depailler began to champ at the bit. He was waiting for Jarama with a confident smile.
The advantage swung Goodyear's way in Jarama. Patrick and his JS 11 were there to take advantage of the fact. Much has already been said about Laffite's superiority in comparison to Depailler. The latter scarcely minded. He was biding his time. Laffite, in Spain, nearly messed up his start, and then retired after overrevving the engine, leaving his teammate to disappear into the distance and the chequered flag. Depailler did his job thoroughly. The competition is keen this year, and the World Champion will surely be the man who makes the least mistakes.

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The paddock in Jarama

ALFA-ALFA : CONTINUING SUSPENSE

Will it? Won't it? We still don't know if the Alfa-Alfa will make its debut in Grand Prix racing at Zolder. Some pessimistic rumours have suggested that the Alfa won't make its debut for quite a few races. But Carlo Chiti, at Jarama in order to help the Brabham-Alfa team as usual, told us: *''it's ninety per cent certain that our car will be in Belgium.''* The ten per cent is still marginal however, and that must upset Bruno Giacomelli who must be looking forward to racing a Formula One car again. *''It is possible that we will be at Zolder,''* reaffirmed Chiti. *''According to our plans, the new car will be ready for Monza. But we want to run the old car all the same, even though we don't have much chance of success. It will help to give the team some experience. There's nothing like race experience, you can't gain it any other way than by racing: we need the training.''*

MCLAREN M29 SOON

Heavy and not very fast, the McLaren M28 has scarcely been a success in the hands Watson and Tambay, the exception being the Irishman's third place in Argentina. The M28B that appeared at Jarama and was driven by Watson wasn't much better. Teddy Mayer and Gordon Coppuck have rapidly come to the conclusion that they must go back to the drawing-board. Consequently an M29 is expected in one month according to the optimists, and three months according to others. In either case, the reaction time at McLaren's is pretty short. We estimate that the M29's monocoque will be narrower and that the car will be lighter, one of the main problems currently.

PRELIMINARY TESTS: INDICATIVE

Before the first official practice sessions at Jarama, all the teams knew what times they had to beat, or even approach, to be competitive. Goodyear (before Long Beach) and Michelin organised tyre testing sessions for their teams some time before the Grand Prix. And the times were good pointers, revealing that the Ferraris and the Ligiers were the fastest. Laffite, remember, was the fastest of the Goodyear drivers, having lapped in 1'14''9. After Long Beach, Ferrari replied by beating that time by one tenth of a second. Villeneuve and Scheckter both did 1'14''8, admittedly on qualifying tyres. Having said that, the comparison in times can always be affected by changing track conditions, particularly noticeable at Jarama.

A GRAND PRIX IN JAPAN ?

After the rumours concerning the possibility of a Grand Prix in Mexico next year come stories concerning the rebirth of the Japanese Grand Prix. However, it seems that the race won't take place at Mount-Fuji as in 1976 and 1977, but at Suzuka, home of Honda. The Japanese firm are pushing their motor sporting governing body to organise the race again, despite the bad memories left by the last event held in Japan.

BMW PROCAR: NO FI DRIVERS?

It's common knowledge that the ProCar series organized by BMW should take place at eight events during the Grand Prix season, using MIs. Theoretically, five cars should be made available at each race to the five fastest Formula One drivers in practice. But this excellent idea, certainly attractive, risks being abortive for the simple reason that it is forbidden for a driver to take part in two races (one of them a Grand Prix) within less than 24 hours. Meanwhile, Marc Surer has given the M1 its race debut at the Nurburgring on a day that he also drove in Formula Two. But we'll have to wait until Zolder to discover the final outcome.

ARROWS: MONACO BAPTISM?

The new Arrows car is being hurriedly built by the team run by Alan Rees who hopes to have two new cars at the Monaco Grand Prix. As far as we know currently, it will be a wing-car with the brakes mounted outboard, plus some further interesting ideas. *''They will be very original, very different design,''* say the drivers enthusiastically.

TICO MARTINI: SPECTATOR

After his unhappy Formula One season last year, Tico Martini has decided to concentrate on Formula Three this year. Up to now, he's had a lot of success with Alain Prost who has been going well in the European Championship in his Martini-Renault. But Tico is still fascinated by Formula One and he visited the first European Grand Prix in order to see what progress had been made in Formula One during the winter. *''I came here to see how the cars had developed technically,''* he said after his searching tour of the paddock. *''Certainly, in one year, a lot has changed. Last year, 80 per cent of the cars were of classic design. This year, 80 per cent are wing cars. The new cars are, generally speaking, beautiful, but I'm still not in favour of the use of skirts. They have to be banned as soon as possible, as much to preserve spectator interest as for safety reasons. Cornering speeds have risen considerably which has reduced safety. And circuits mustn't be adapted to cars, that's the wrong way round.''*

Tico admitted to having been particularly impressed by the Lotus 80. *''Without doubt, it's the car that has developed the most. As far as I'm concerned, it stands out on its own when it comes to the Cosworth powered cars. But I'm not saying it will be faster than the Ligier. I'm simply saying that it is the most technically advanced.''* Will we see another Martini in Formule One? Tico hoped so very much. *''But as long as Formule One costs so much, I can't envisage it. You're talking about millions these days.''*

ANDRETTI, RENAULT AND RICARD WIN PRIX ORANGE

Each year IRPA (International Racing Press Association) awards its Prix Oranges and Citrons to the most helpful and least co-operative teams, drivers and circuits.

In 1978, the Prix Orange has been awarded, with a large majority in each case, to the happy and humourous Andretti in the driver's division, to the hospitable and diplomatic Renault team in that section, and to Circuit Paul Ricard for its facilities, working surroundings and access roads. On the last point, the French might have trouble getting the same prize in 1979, because of the French GP being held at Dijon-Prenois. Let's hope that some improvements have been made in the last two years at that circuit.

Somewhat less honoured are those that receive the Prix Citrons. Jody Scheckter will collect the driver's award, and the Ferrari team, according to IRPA, remains a bastion which is difficult to penetrate. As for the circuits, Hockenheim and Monza have both been nominated as circuits which leave a lot to be desired. Note that one (Hockenheim) was to some extent organised by Bernie Ecclestone, and the other (Monza) was blacked because of the tragic accident last year and no one can really find anywhere to lay the blame. All the prizes will be presented at Zolder during the Belgian Grand Prix meeting.

KAUHSEN ENTERS

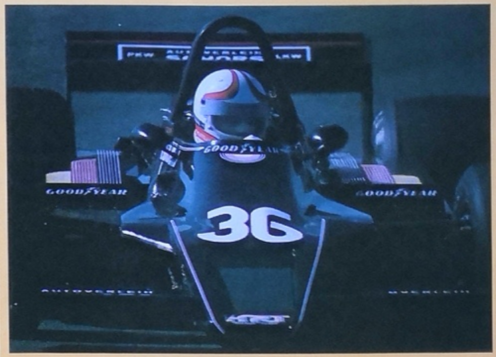
Formula One is better and better organised—let's say policed more and more—and these days, there are few openings for potential entries to join the rest and possibly upset the establishment. That is the situation to such an extent that even Emilio de Villota, the Spanish driver, wasn't entered at Jarama.

Árturo Merzario and his team are perhaps on the bottom rung of the Formula One ladder, the black spot on this beautiful and rich world. But another joined up at Jarama with the arrival of the Kauhsen team, now permitted to participate in Grands Prix by the FISA. The sporting authorities published the following statement: ''The Kauhsen team, who entered the Spanish Grand Prix on January 29 by paying the $ 30,000 guarantee, have paid that sum which they were fined for violating the rules of the World Championship. They fulfil all the conditions required in order to participate, as does the driver, Brancatelli, but as previously announced, they won't score any points in the championship.''

Willy Kauhsen, the tough looking German and former race and test driver for Porsche, turned team manager—he won the World Championship of Makes for Alfa Romeo—brought two cars to Jarama. These cars had little in common with the original that caused a certain amount of interest at the beginning of the season. Remember the striking aerodynamic lines of the car that Patrick Neve tested. It seemed to be almost totally against the general design of wing cars. From first testing, the new German Formula One car was scarcely competitive. But relations between Neve and the team broke down for reasons more profound. Perhaps the Belgian's sponsors doubted the ability of the German team.

Later came the story of the bounced cheque (the one that would guarantee them the right to take part in a Formula One season) which explained why Neve felt he had to leave the team.

Kauhsen seemed unaffected by it all, putting it down to a misunderstanding. The car then reappeared, considerably modified making it more a classic Formula One car, in the hands of Gianfranco Brancatelli, the young Italian. They tested the car, then it did a round of the Aurora championship, and Jarama was its first race in the World Championship.



FISA-FOCA: THE WAR CONTINUES

Skirmishes continue between FISA, formerly the CSI, and the powerful FOCA. Jean-Marie Balestre and Bernie Ecclestone battled with various press statements at Jarama. The first came from FISA, the second was FOCA's reply. We produce them in full below.

The FISA Statement

A—The FIA committee met in Paris on April 25th under the presidency of Prince Metternich, in order to examine the request for autonomy by FOCA. By letter, the same day, FOCA was informed that the executive committee of the FIA confirmed the position taken by the FIA committee on February 17, 1979 that it was impossible to comply with the request by FOCA on March 12.

The FIA asked FISA to examine with FOCA the efficiency of the Formula One Commission which was recently set up within FISA.

The FIA also decided to ask the Royal Automobile Club of England, a member of the FIA, to set up an inquiry into the exact legal identity of FOCA (club, association or business enterprise) which currently isn't exactly clear.

B—FISA have noted that FOCA have said to the Spanish sporting daily paper ''MARCA'', in particular: ''The Formula One championship is a logical business association between organisers and FOCA.'' FISA considers that this statement can't be taken seriously, because in the case of the constructor members of FOCA, by being commercial firms, they are governed by the penal code controlling ''whoever, individually or collectively tries to influence the sport for personnal gain...''. Such a deal is also governed by laws against monopolies in Europe, and antitrust laws in the United States.

C-FISA has asked for a minute to be put on the order of the day at the next meeting of the Ministers of Sport of European countries. This in order to control motor sport due to the energy crisis. This is an agreement that already exists in many countries, notably Italy, France and Spain, but it could be extended to include the whole of Europe.

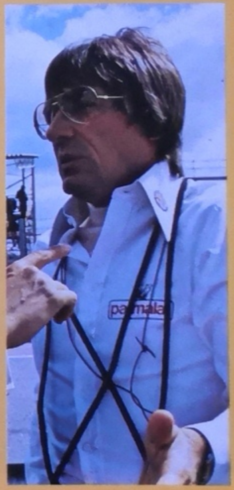
The FOCA reply:

It is not the habit of FOCA constantly to burden the sporting press with minor administrative squabbles. However, having seen the latest ''FISA'' release we feel bound to state:

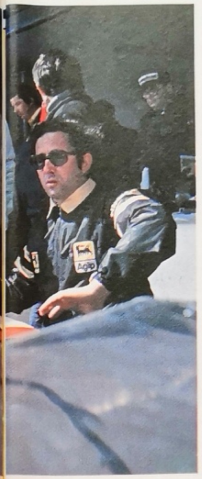
1. The legal status of FOCA is no mystery to anyone with an elementary knowledge of English law.

2. The ''FISA'' statement about European law on monopolies shows a complete misunderstanding of the relevant provision and in particular, of articles 85 and 86 of the Treaty of Rome. FOCA prefers to rely on the advice of Leading Counsel (which it took some years ago) and not on the confused ideas of ill-informed amateurs.

3. FOCA believes that the sporting power should remain with those who have a direct interest in the sport and does not doubt that Government Ministers will think the same. They may also be able to instruct ''FISA'' in the elements of European law.



For the first time ''Le Patron'', Guy Ligier, saw one of his cars win.



Scheckter-Forghieri: getting to know one another.

DUEL

Even if the race didn't exactly reflect it, the Spanish Grand Prix was certainly dominated by the duel waged between Ferrari and Ligier. This duel which has been the feature of the season so far, is closely connected with several other rivalries: Goodyear and Michelin for example, but also Depailler and Laffite, and Scheckter and Villeneuve. Although the two companies obviously want to win the World Championship, so too do the four drivers. The end of the season is still a long way away, but each of those drivers has started his campaign early. And each, secretly, has begun to weave his own garland.

LIGIER GITANES
GOODYEAR
elf
P. DEPAILLER
GITAN
SKF

Depailler, Villeneuve, a Ligier, a Ferrari, two championship contenders.

They come out of the corner in second. They change up: third, fourth. Flat out through the long right hander which precedes the straight. No lifting off. Nearly 125 mph.

From the pits, you can see them forcing the pace. The Ligier team have their eyes fixed on the exit of the corner. With five minutes to go, the two Ligiers are on the front row. Their only threat is Gilles Villeneuve's Ferrari.

And Gilles is driving incredibly, working up to the end of the session. His car slides spectacularly out of the corner, he catches it at the last minute, and rushes for the line. Chequered flag. A few yards further on, Michel Dubosc, the Ligier team's timekeeper, has stopped her watch. She breathes a sight of relief, which spreads around the blue and white shirts around her: Villeneuve stays on the second row. He hasn't beaten the Ligier's times, they'll start on the front row. They're dominating again, as they did in Buenos Aires and Interlagos during the winter.

Villeneuve, in fact, didn't really constitute a real threat, he wasn't using qualifiers. Gilles, as they say, *''was gaining experience with race tyres.''* The Ligiers on the front row, he had to accept it. *''Track conditions changed between Saturday morning and Saturday afternoon,''* he explained later. *''Our qualifying tyres weren't so good.''*

But one team doesn't know what's happening in another team's pit, and Villeneuve's last charge was surely meant to put him on the front row. It would have been a useful move, starts, are always of great importance, and particularly at Jarama where passing is so difficult. The only possible place is the corner at the end of the straight. But as Villeneuve says himself, it isn't that easy: *''the corner is fairly wide at the start, but then tightens up on the exit. Because of this, you brake in the corner, and it's still fairly difficult to pass another car.''* So the two Ligiers had the advantage. And the anxiety with which Gerard Ducarouge's team waited for that Ferrari bears witness as to how seriously the French team take the Ferrari threat. The next day, it had to be a French or Italian car that would win. There was no doubt about that.

SUDDENLY, BETWEEN THE TWO

Jacques Laffite tells the story: *''when the red light went out, the green didn't come on immediately. I didn't start immediately for fear of being penalised for a jumped start.''* That's how he explained his slow start.

At the start, from the side of the track, one could see Depailler take off like a rocket on the right hand side. Laffite started a fraction later on the left. Forghieri's reaction was instantaneous. Red with anger, he swore loudly at the Ligier drivers who, according to him, were deliberately holding up Villeneuve. Depailler and Laffite, it's true, had no intention of being passed by a Ferrari. They were determined not be overtaken. Ducarouge said before the race: *''the Michelins may be very good during the early laps. If one of the Ferraris gets in front, it will be very difficult to overtake, because they're very quick in a straight line.''*

To tell the truth, the speed trap gave a slight advantage to the Ligiers during practice: 166.8 mph and 166.5 mph for Laffite and Depailler; 166.3 and 166.5 for Scheckter and Villeneuve. It was those Michelins tyres, usually very good at the start of a race, which worried the French, but also the Ferrari 312 T4, very well balanced, that had the reputation of treating the tyres better than its predecessor, the T3.

Villeneuve and Scheckter knew this: if they were going to be in front of the Ligiers, they had be so from the word go. Gilles wanted to make his bid immediately. On the fourth lap, he tried to overtake Reutemann's Lotus 79 which seperated him from two Ligiers. The Canadian didn't want to see the two French cars disappear into the distance. At the end of the straight, he made his bid, left his braking as late as possible and overtook Reutemann. But he came into the corner too fast and immediately spun. Luckily nobody hit him. When he stopped spinning, he took off immediately without losing too many places.

Had he made a mistake? Certainly Villeneuve had a lot at stake: the leadership of the World Championship for a start. Perhaps, faced with his task, he'd lost his cool and intelligence which had stood him such good stead for the past two races. He wanted to add a third victory to those two already won, that would give him a good lead in the championship. So now had he given Laffite the advantage again? Had he thrown away his chances too quickly?

BLUE DUEL

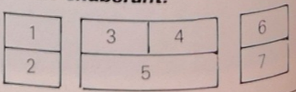
It was immediately apparent that it was Ligier's day. They were streaking away. Jody Scheckter, who was kicking heels in Carlos Reutemann's slipstream, had no chance of catching them.

Perhaps streaking away isn't the expression, maybe it was more an exercise for the drivers. *''We covered the first laps very quickly,''* said a smiling Patrick Depailler, a polite way of saying that there really was quite a battle going on between Laffite and himself. Both of them were driving to the maximum of their ability, one crowding the other. Laffite loomed large in Depailler's mirrors. But it made Patrick try harder, he really wanted to win.

''I must admit, I was a little upset to be beaten by Jacques twice at the start of the season,'' says Patrick. *''People quickly came to the conclusion that he was better than I was and that he'd win all the races. I*

Captions for the following pages.

1 **Patrick concentrates: ''I must win at Jarama''.**
2 **Nothing worried Depailler after Laffite retired: a stroll.**
3 **The one-piece bodywork incorporating air flow of the Ferrari T4.**
4 **Ferrari: a well-trained team, used to success.**
5 **Scheckter doesn't restrain himself. However, he's still chasing after his first win of the season.**
6 **The Ligier, or as much as they saw of it: the rear end.**
7 **Perhaps Villeneuve is a little over-exuberant.**



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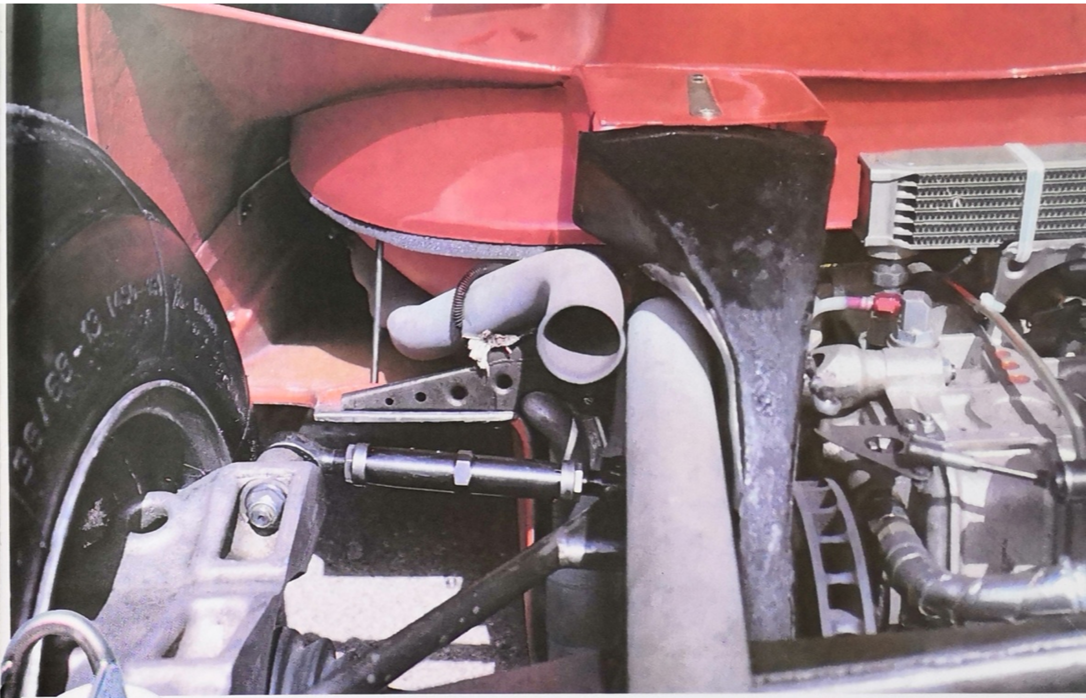

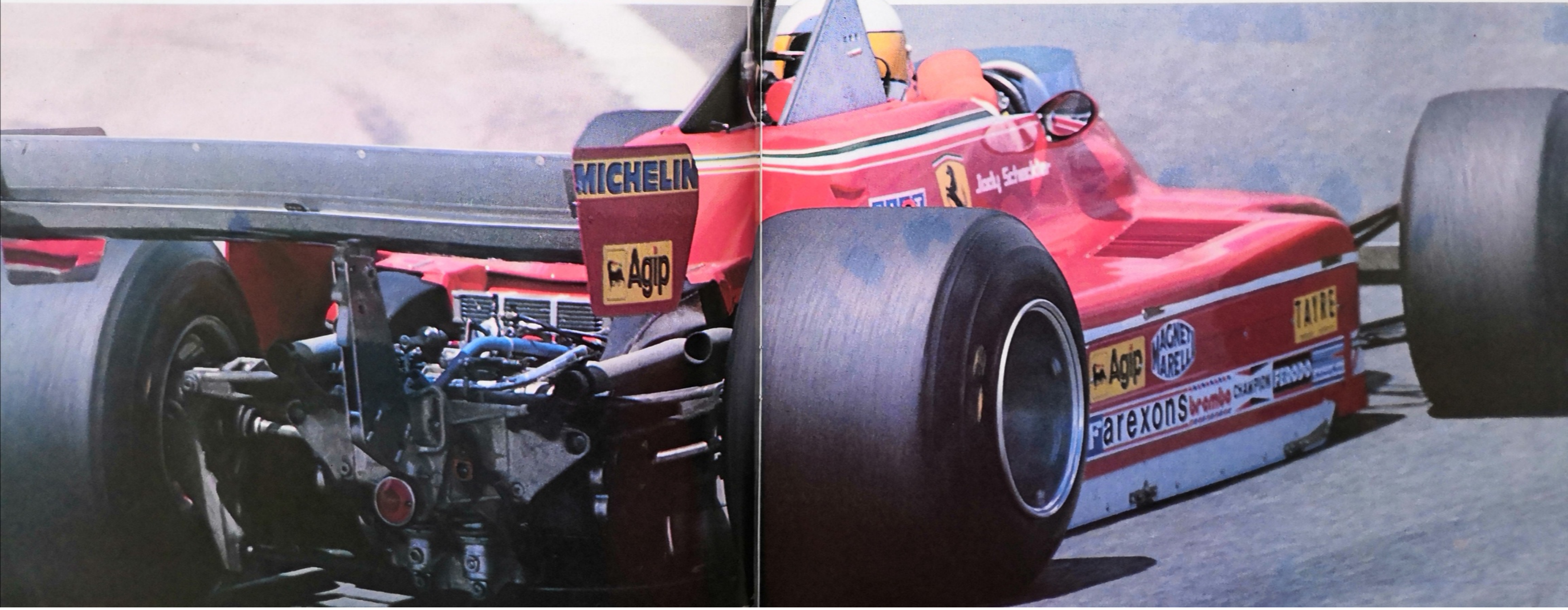
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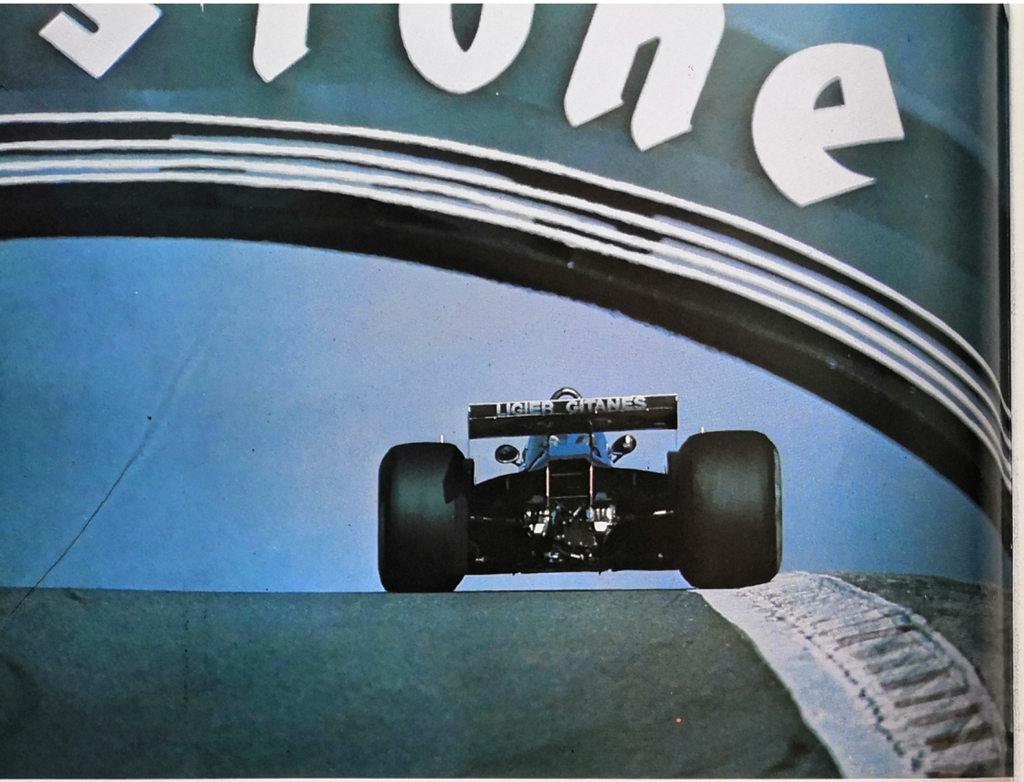

had to refute that argument, and came here utterly determined to win. ''Last autumn, despite Jacques Laffite's objections (he wanted to be the sole driver in the team) Guy Ligier signed Patrick to drive, considering his experience, technical know-how and determination would consistitute a great asset to the team. But the first few races of the season weren't that good for the man from Clermont-Ferrand, which disappointed him somewhat: without underestimating Laffite, he wanted to show that he was at least as competitive as his new teammate. If he'd lost to Laffite again at Jarama, then that would really have lost him face, not only in the world of Formula One but even in his own team.

His determination was strengthened by the fact that at Jarama, his teammate put his Ligier on pole position for the third time this year. Furthermore; he'd used three sets of qualifiers to his teammate's two sets. *''I left the pits four times with qualifiers,''* said Patrick, *''and three times I was held up by other cars. The fourth time, my skirts were worn out. In the end they were destroyed.''* One pole position doesn't mean that much, and it would be hasty to draw conclusions. Could Depailler have set a faster time than the rest, no one could say, but he would be faster the next day than Laffite.

TWO MISTAKES FOR LAFFITE

More than a second. They had more than a second's advantage on the rest of the field. Depailler and Laffite had only to stay ahead and maintain that advantage. But the more nervous wasn't Patrick Depailler, but Jacques Laffite, who made desperate signs to the team in the pits.

''What did you want to tell us?'' asked Gerard Ducarouge after the race. *''I wanted instructions,''* replied Jacques. *''I wanted to know if we should race, at the risk of us both going off. Or should I just stay where I was. You should have told us to stay in formation. If Patrick finished first, and I was second, I would have kept the lead in the championship, and he would have moved up to second. That would have been the best answer.''*

Maybe Jacques had made his first mistake. His reasoning was faultless, except he could have made the decision to stay behind Patrick himself. Was he not relying too much on his team, couldn't he have made that decision himself?

But Ducarouge didn't give him any instructions, and Jacques continued to harrass Patrick. It lasted 15 laps. It was 15 laps of intense manoeuvring but neither allowed the slightest margin of error.

And on the 16th lap, Jacques Laffite made his second mistake, after making his first in deciding to attack his teammate. He overrevved the engine. And the engine couldn't suffer the 12,1000 revs he asked of it. It killed his chances.

DEPAILLER-SCHECKTER: BATTLE

''Races like that shouldn't happen, they're too easy,'' said Patrick Depailler after it was all over. After Laffite's retirement. Patrick had no challenger, yet he continued to drive hard in order to pull out a sufficient time gap should he have to change tyres. But he had no such problems, and calmly drove to the chequered flag which he greeted with raised arms, showing his satisfaction.

So Patrick led the World Championship, on equal points with Gilles Villeneuve.

As well as the Marseillaise, nine points and the pleasure of winning, this victory was also significant for Patrick in that it meant complete acceptance within the Ligier team. *''You don't simply join a team by signing a contract,''* he said. *''It's more complicated than that. When Ronnie Peterson joined Tyrrell, he was no better than Patrick Depailler. Not because Depailler was better than Peterson, but because I had been in the Tyrrell team for more than three years. Ken, his mechanics and I understood one another perfectly, whereas Ronnie had to acclimatise himself. There's a load of things to learn about a team, you have to become involved in their enthusiasm, their way of working, you have to know a lot about them before you can work perfectly with them.''*

The season start four months ago. The South American disappointments have been forgotten by Patrick who has a good relationship with Ducarouge's new right hand man, Herve Guilpin. *''He's pro-Depailler,''* says Patrick with a smile. *''He's taken the mechanics in hand, he watches them work, and he's very strong on the technical side. We're going to work well together.''*

Patrick's remarks on the subject of integration into a new team can almost be taken word for word when it comes to Jody Scheckter and Ferrari. Jody hasn't had great success this year. Villeneuve has beaten him on two occasions.

Victories are often dependant on the smallest of details, as history relates. The choice of tyres, even between two compounds from the same factory can be a determining factor. The right tyre choice comes after testing various different combinations of suspension set-up. To achieve perfection requires understanding between driver and tyre technicians. Jody Scheckter hasn't yet reached this point. Or at least, he hasn't attained the same relationship as Villeneuve. Gille's relationship is the fruit of long weeks and months of work. It's evident that Scheckter isn't as at ease in the Scuderia as his young teammate. But he's not going to be happy with second place for long.

The fact remains that Ferrari didn't win. Scheckter wasn't able to pass Reutemann, and even had to let Andretti and Lauda past. As for Villeneuve, he had to stop to change tyres, and couldn't make up the deficit, finishing just outside the points.

In fact Dupasquier reckoned that the result wans't surprising. *''Scheckter had to be in the lead and Depailler stuck behind Reutemann for the Ferrari to win.''* So much for that.

It won't surprise anyone that the Ferrari-Ligier duel will ultimately come to a tyre duel. Goodyear or Michelin will decide who will be champion. Tyres make the difference. But will it all be to Laffite's advantage, Depailler's, Villeneuve's or Scheckter's? Or could Carlos Reutemann profit from the infighting...? ■

Patrick Depailler winner of the Spanish Grand Prix

GOOD YEAR
elf
J.LAFFITE
26
GITANES
LOCTITE
SKF

BIRTH OF WILLIAM'S WINNER

by Maurice Hamilton

An enormous helicopter materialised out of the scudding clouds and hovered menacingly over the crowded Jarama paddock. Seconds later the car park was lost in a swirling cloud of dust as the chopper dropped gently into a reserved and heavily guarded area. Officials buttoned their jackets and shielded their eyes, the public address played music of a more sombre brand compared to the pop records of the previous four hours.

King Don Juan Carlos de Borbon, wearing an immaculate suit, adjusted his sun glasses as he stepped from the chopper to be greeted by the president of the Spanish Automobile Club. Formal Greetings were exchanged with high ranking officials and the King was escorted to the royal box. The national anthem brought the large crowd to its feet, movement in the enclosures ceased, the rapidly rising tempo slowed momentarily.

Grand Prix teams on the grid scarcely noticed as they gave the 24 cars a final check. The drivers were summoned to the royal box where Jackie Stewart, winner of the 1970 Spanish Grand Prix at Jarama effectued the introductions. The drivers formed an orderly queue as they shuffled ther feet, anxious to deal with the formalities and get on with the motor race. Niki Lauda stepped forward and made the rare gesture of baring his head, Hunt made a brief attempt to straighten his shaggy locks, Reutemann, once resident in Spain, passed a few brief words. Alan Jones and Clay Regazzoni took their turns before making their way back to the grid.

Along with Mario Andretti and Jean-Pierre Jabouille, the two Williams drivers were approaching the race with keen anticipation. The 5th round of the World Championship had presented those drivers with the opportunity to run their new cars for the first time, giving them the ultimate test under the heat of race conditions.

It was the moment Alan Jones and been waiting for since the beginning of the season and the arrival of the current crop of ground effects cars. Jones joined Williams at the beginning of last year, having scored his first Grand Prix win with Shadow in Austria the previous August. The combination began to show their potential at Long Beach where Jones Harried Reutemann's winning Ferrari before dropping back with a damaged nose wing.

By coincidence, the Williams team unveiled their ground effect FW07 at Long Beach this year and it was soon obvious that Patrick Head, the team's designer, had stuck to his principles of producing a practical straightforward car that had been built to a very high standard by the Williams team.

Meanwhile, Alan Jones and Clay Regazzoni gave the FW06S their final Grand Prix airings with Jones flinging his car around the tight confines of Long Beach in impressive style. He finished third, thus proving his own ability along with that of Patrick Head. FW07 was waiting in the wings as its predecessor took its final bow.

Now Patrick Head had to start again, as it were, and show that his first car was not a lucky shot in the dark.

Head's experience stretches back further than FW06, of course, the affable 34-year-old having worked with Lola and Ron Tauranac before playing a part in the design of the first Wolf.

While they were in the States, the team took the opportunity of running the new car at Ontario mainly to give FW07 a basic shakedown. The cars were delayed en route to England where the second new chassis was being completed for Regazzoni. There was no time available for further testing and the Williams team were pitched straight into official practice on Friday morning with two unsorted cars. It was the dawning of the most competitive phase of Frank Williams' 10 year Formula One involvement.

Williams first appeared on the Grand Prix scene as entrant of the dark blue Brabham BT26 for Piers Courage and the dashing young Englishman finished second at Monaco and Watkins Glen in 1969. Over the years Frank has entered a variety of cars and drivers and he began to appear with his own cars in 1972—the first being called a 'Politoys' in deference to his sponsor. Drivers ranged from Henri Pescarolo, Arturo Merzario and Carlos Pace to Jacques Laffite who brought Frank his next taste of success when the little Frenchman finished second at the Nurburgring in 1975.

Throughout the early 1970's, Williams struggled against a hard flowing financial tide, continually fighting to keep his head above water and showing an extraordinary resilience as he doggedly pursued his goal of winning a Grand Prix. Relief appeared to be at hand when Walter Wolf stepped into back Williams but the liaison lasted no more than a year—the two men parting on amicale terms as Frank returned to his own show. Patrick Neve drove a Williams—entered March in 1977 and that's when the thin end of Arabic 'wedges' began to appear on Frank's cars.

Williams will not divulge how the liaison began but it's a fair bet that the astute Formula One entrant got there by sheer application, by getting up earlier than fellow sponsorship searchers and catching the wealthy worm.

His Saudi Backers used 1970 to test the temperature of Grand Prix racing, liked what they saw and gave Frank the go-ahead for 1978. He gathered together the individuals whom he considered to be the best in their respective fields and the first result was the neat FW06.

It was obvious to the press gathered in the spacious factory in November 1977 that Williams was receiving the backing he needed so badly. And is was obvious from the expression on the faces of the hierarchy from Saudia Airlines that they were happy with the association.

Jones finished second at Watkins Glen, rounding off a year that should have seen more placings in the first six. Frank Williams knows that he must now produce victories, anything less will not suffice and it's a thought that was probably at the back of his mind as practice for the Spanish Grand Prix opened on Friday.

The team spent the two days learning about the new cars and the tumbling lap times showed that their efforts were being channeled in the right direction. The cramped confines of the Jarama pits meant that cars had to be parked at an angle to the pits at once, the scene became a jumble of activity.

The sweet aroma of hot brake pads wafted through the air as the Automotive Products representative checked temperatures, the Goodyear technician stabbed his temperature sensor into the tyres and the mechanics swooped on the cars. FW07 sports a cockpit cover that stretches from the tip of the nose to the rear of the monocoque and the impossibly cramped conditions meant that when bodywork was removed, its very size meant an unwelcome obstacle for the dozen personnel buzzing around the cars.

Final practice saw he two Williams side by side on the seventh row, a position with which Alan Jones was reasonably happy under the circumstances.

''We've made progress, that's the main thing,'' said the Australian *''Our times have come down from 1M 18S to 1M 16.23S. It's a question of sorting the car out. Ligier were the exception when they brought their new car out and went quickly straight away. Nobody esle has managed to do that. We are learning all the time, that's why we ran with and without the nose wings. I have opted to run with them at present because it gives more adjustement at the front. There are problems of course, things like wheelspin and not pointing properly but testing, more miles, will sort that out. Basically it seems a very good car.''*

Ten years in Grand Prix racing have given Frank Williams an air of what could best be described as 'cautions optimism.'

''We've got a long way to go,'' he sait after practice. *''We're feeling our way at present and Alan had a misfire during the Friday morning session which didn't help. We have been trying various things on Alan's car and if they work then we make the same adjustements on Clay's. On EV06 we had reached the stage where Alan would change the springs and the settings but very little else while Clay tends to fiddle about more—an ex-Ferrari driver habit. With the new car, Alan is leading the way and we are learning as we go. I'm pleased with our progress.''*

As the crowd continued to pour through the gates, paying anything up to £ 50 for a seat and admission to the outer paddock, Patrick Head paced round the cars as mechanics carried out the race preparation. He paid close attention to a check on Alan Jone's gearbox. Head had taken the decision to incorporate the latest Hewland gearbox—the FBG—which was Mike Hewland's answer to the continual power increase from the DFV. General development of the gearbox meant beefier internals and a thicker casting which in turn meant a new external shape and the need for suspension mounting points to be designed around this particular box. In a way, it was a gamble but then Patrick had as much faith in the gearbox designer as Hewland had in Head as a competent engineer.

The tight stop/start nature of Jarama demands the use of second gear no less than five times per lap and Head was anxious to check that particular weak point. In addition, Jones had been finding gear selection rather stiff, but, with the car being so new, it was difficult to pinpoint the exact cause.

No doubt Jones was considering all those facts as he stood quietly by the pit rail before the start of the race. Williams, clip board in hand, continually looked at his watch as he directed operations knowing that the next few hours would supply a lot of answers about his future championship prospects.

''The race is the real test,'' Jones had said with a certain amount of relish. Alan invariably races better than he practices—as Williams would say: *''He's a superb racer.''* And both Jones and Regazzoni were lying well up when the former stopped with engine trouble at just under half distance while Jones was delayed by two punctures— one caused by the stray nose wing of Andretti's Lotus 80.

Although a lap down, Jones was clearly the fastest man on the track as the neat Williams cut through the field in a typical gritty charge by the Australian. Sadly his efforts came to nought on the 53rd lap when gear selection difficulties caused his eventual retirement. Nonetheless, his performance had been most encouraging—fitt for a King, you might say.

JARIER
CHAMPION
4
GOODYEAR
Tyrrell

PRACTICE

One day, after one qualifying session, the grid was red. The next day, it had completely changed colour. After Friday's sessions, it was the two Ferraris of Villeneuve and Scheckter that were quickest. On Saturday, the Laffite and Depailler Ligiers had moved in. And as usual, the first six places on the grid were occupied by two Ligiers, two Ferraris, and two Lotus.

FIRST SESSION: A FERRARI AND A LIGIER

They were waiting for a helicopter, for safety reasons. They waited a long time. Minutes passed and the session finally got under way nearly two hours late. It wasn't too popular with the mechanics either: the day's planning had been ruined, and they knew that they were going to be the one's most affected: it meant at least two hours less sleep for them. Gilles Villeneuve led the way for Ferrari, setting a time of 1'15''81. He was the only driver to get under 1'16''. *''I did the time on race tyres. After 12 laps on the same tyres, I did a 1'16''5, proof that they weren't going off. Furthermore, the track was even more abrasive.''*

Depailler was second quickest, despite brakes that overheated and needed to be re-bled. He led Scheckter and surprisingly, Arnoux, very much at ease, who admitted that his car was very well set-up. Laffite, fifth quickest, didn't do many laps because of a skirt problem. *''They keep sticking in the up position. It's very apparent, I keep going straight on.''* Watson, seventh quickest, made on think that maybe McLaren were competitive again.

FRIDAY AFTERNOON: TWO FERRARIS

Gilles Villeneuve and Jody Scheckter set the two fastest times in the first qualifying session, the Canadian being ahead by 2/10. The two Ferraris were followed by two Ligiers and two Lotus, Reutemann's 79 in front of Andretti's 80 by just 2/100, nothing really. The session confirmed the hierarchy established at the beginning of the season ; Ferrari, Ligier and Lotus. The first driver behind the six stars was René Arnoux, quicker than his compatriots Pironi and Jabouille. Lauda, tenth fastest, complained of lack of power, while his teammate blew up his engine: a bad afternoon for Alfa-Romeo. Watson's morning promise wasn't fulfilled, and he was twelfth quickest. One hardly noticed Brancatelli's Kauhsen. Stuck, for the first time this season, won qualification tyres by being the first of the non-favoured teams, in front of De Angelis.

16
TURBO
Arnoux
elf
MAGNETI MARELLI
MICHELIN
FERODO
TISSOT

Jarier was behind Pironi in practice, in front of him in the race.

Piquet and Lauda again demonstrated the Brabhams' potential.

René Arnoux wisely and reliably improves with each race.

SATURDAY MORNING: VILLENEUVE, BUT NOT FOR LONG

The previous evening, many people thought that it was going to be Ferrari's weekend. Villeneuve seemed to think so too, confirming his previous time on Saturday morning by being fastest, 1'' in front of Lauda. The Austrian may not have been so high on the grid so far this season, but in Spain it was no surprise. The previous evening he was very pleased with his car's handling. However, unlike many teams who set up their cars on race tyres with full tanks, during the Saturday morning Lauda's tanks were relatively empty. Scheckter was third fastest, once again confirming Ferrari's form, in front of Andretti, Piquet and Watson.

SATURDAY AFTERNOON: BLUE SURGE

In Gilles Villeneuve's opinion, during analysis of the day's proceedings that evening, the track conditions changed between the day's two practice sessions. Still, it was the two Ligiers, who were allowed an extra set of qualifiers each in order to knock the Michelin-shod Ferraris off the front row, and they succeeded in their task. Designer Forghieri of Ferrari explained it thus: *''As usual, Goodyear improved on the last day. We stayed where we were. Jarama is a small circuit. The amount of rubber on the circuit builds up. If you drive on your own rubber, you get grip. If you drive on someone else's rubber, you lose it. And there are more Goodyear cars than Michelin-shod cars.''* But this reasoning wasn't very apparent three weeks before in Long Beach... Apart from Scheckter, all the leading runners improved their times that afternoon. Laffite and Depailler were to start on the front row, in front of Villeneuve (who only improved by 3/100), Andretti, Scheckter, Lauda, Piquet, Reutemann, Jabouille and Pironi. ☐

THE FILM OF THE RACE

From one Grand Prix to the next, the make-up of the front runners changes little. As at Long Beach three weeks before, the name of the winner was never in doubt: Depailler had to win. All the same, Laffite could provide a challenge at the start of the race, but the challenge was never realised. The second Ligier retired after 15 laps. So interest was centred on the second place battle between Scheckter and Reutemann.

1 - Two Ligiers, two Lotus, two Ferrari and the others: nothing to wait for but the start.

2 - Laffite hesitated at the start, Depailler is already in front. From the fourth row, Reutemann has slotted himself in magnificently.

3 - First corner: the two Ligiers have already passed. Villeneuve is right behind them. Reutemann, well placed, hides Scheckter who didn't start so well. Andretti has Piquet in his slipstream.

4 - They've just finished their third lap. Reuteman has overtaken Villeneuve the previous lap, but the Canadian is about to try and get back again – only to spin.

5 - Starting the fourth lap, Jabouille has spun. His engine catches fire for a few seconds. Mass, Jones and Patrese have already passed the Renault.

6 - Villeneuve, after his spin on the fourth lap, tried very hard to come back through the field. One lap later, in the same place, tries to pass Piquet like an arrow.

7 - ...But it ends badly. Gilles came far to fast into the curve which follows a straight. His rear wheels are jammed and he spins for a second time.

Strained atmosphere at the start: the Ferrari drivers want to take the lead immediately; Ligier drivers obviously don't want to let them have it, especially as they consider the Ferraris their main rivals.

Happily the 24 cars negotiate the first corner without trouble, Depailler already in front. Laffite has delayed a little, upset by the starting procedure. Behind him Reutemann has made a superb start.

The two Ligiers lead the first lap in front of Villeneuve, Reutemann, Scheckter, Andretti, Lauda, Pironi, Piquet, Jabouille, Jarier, Arnoux, Regazzoni, Patrese, Mass, Watson, Jones, Tambay, De Angelis, Lammers, Hunt (going straight on at the end of the straight), Rebaque, Stuck and Fittipaldi.

On the second lap, the two Ligiers, almost welded together are already out in front of their pursuers who are delaying one another. Reutemann overtook Villeneuve at the end of the straight, Jabouille is harried by Piquet.

It's on the third lap that the action starts. Trying to pass Reutemann, Villeneuve spun. Remarkably, no one hit him, but Jabouille spun too at the same place. Was he surprised and delayed by the Ferrari that he found in front of him? No, there was no connection between the two spins, accord to Jean-Pierre: *"I had too much brake bias on the rear, and that's what caused the spin."* Pironi, briefly blocking in by the Renault, lost three places and found himself behind Arnoux.

So a very different order was expected behind the two dominant Ligiers. It was a good moment to check out the order, because one could see a pattern appearing. But then Villeneuve went spinning again on his fourth lap. He managed to stop before the catch-fencing and fortunately was out of the way when another car came into the corner 10 mph too quickly: De Angelis came whistling through, knocked down two rows of catch fencing and continued on his way.

So it was necessary to wait until the fifth lap before the situation became clear. There were four duels among the leaders. Depailler and Laffite were still disputing first place, neither giving an inch. Reutemann and Scheckter were battling for the third place, both stuck together. A few lengths further back, Lauda and Andretti were squabbling over fifth

→

8 - As in South America, the two Ligiers were dominant, but Jacques is about to leave the hard work to Patrick. Laffite will not go further than the 16th lap because of a broken engine.

9 - One of the best battles at the start; Jarier harrasses Piquet. The Brazilian retired on the 16th lap.

10 - Jones, who had a bad start, catches up Patrese who he will overtake on the 16th lap.

11 - After Laffite's retirement, Scheckter fought over second place with Reutemann. After many overtaking manoeuvres, the South African gave best to the Argentine.

12 - The third duel in the race: Andretti-Lauda. The Austrian fell back and then caught up again, passing Mario on the 43rd lap.

13 - From the 32cnd lap, Tambay and Lammers circulated together. After a few spirited efforts, the Shadow overtook the McLaren on the 49th lap.

14 - Having overtaken Andretti, Lauda tries to catch Scheckter. Backmarkers (here Fittipaldi and Rebaque having their own battle) hindered his task.

15 - A royal presentation. The king, at Jarama, wasn't Juan Carlos, but Patrick Depailler, and Carlos Reutemann was his prince.

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place. and further back again, Piquet was trying to keep Jarier at bay. Arnoux led the groupe behind these four duos in front of Pironi, Regazzoni and Jones. The latter had already caught up five places, but would have to pit for a punctured tyre on lap seven and restart in 18th position. At the back, Fittipaldi also caught up five places.

The order started to change a little on the fifteenth lap. While the two Ligiers were still in first and second, with a 15 second lead, the chasing group tightened. Scheckter hand't managed to overtake Reutemann, but allowed andretti to catch up, so that the four cars were running nose to tail. Next came Piquet and Jarier, but not for long. Piquet went off the track like an arrow and stopped with a jammed throttle.

Jarier could now try and catch up the Reutemann-Scheckter-Andretti-Lauda battle which was shortly to dispute second place. Laffite, in fact, never finished his sixteenth lap: he overrevved his Cosworth fatally, and left the leardership to Depailler, despite his earlier challenge.

Bad luck for Laffite and Piquet meant good luck for Pironi, lying seventh, who had overtaken Arnoux on the eighth lap. Regazzoni had done the same a lap later. The Williams seemed very quick and efficient and would soon begin to challenge the Tyrrell. Further back, Jones, after his tyre change, was charging back through the field.

Although Andretti and Lauda, on the fifteenth lap, seemed to be in a challenging position with the Reutemann-Scheckter duo ahead, the gap began to grow. On the 30th lap, Jarier caught them up, but Regazzoni wasn't far behind. The Swiss had overtaken Pironi on the 28th lap, and Jones did the same a lap later. The Australian was lapping in the same times as Depailler, all alone out front.

Lauda chose his moment. Having preserved his tyres at the start of the race, he slowly caught up Andretti again, eating away at the 2''5 gap to the American.

At half distance, he caught Andretti and passed him on the 43rd of the 75 laps. After he'd been overtaken, Andretti had lost one of his nose fins and this allowed Jarier to catch him.

Lauda meanwhile, was catching Scheckter who'd had to abandon his challenge to Reutemann as his Michelins didn't seem to offer the same grip as Reutemann's Goodyears. On the 60th lap, Lauda took third place from Scheckter. Could he worry Reutemann too? The question was never answered. The Austrian disappeared three laps later with a holed radiator.

The race was drawing to a close. Depailler, with good luck, was sure of his win, Reutemann equally sure of second place. But the race remained interesting for who would win the battle for third place? Scheckter, Andretti and Jarier were in a tight bunch. Of the three, it was the American who took third, giving the 80 a superb debut. He overtook Scheckter on the 67th lap an finished behind the untouchable Depailler and the reliable Reutemann. Jarier tried to overtake Schekcter but had to be content with two points and fifth place. The final point went to Pironi who benefited from problems to both Williams. Regazzoni and Jones retired while they were ahead of the Tyrrell. But who knows if Jones could have challenged Jarier and Andretti?■

Jarama statistics

SPANISH GRAND PRIX

Date: April 29, 1979.
Circuit: Jarama.
Distance: 75 laps, 158.648 miles.
Conditions: cloudy and windy.
Attendance: 60,000 spectators.

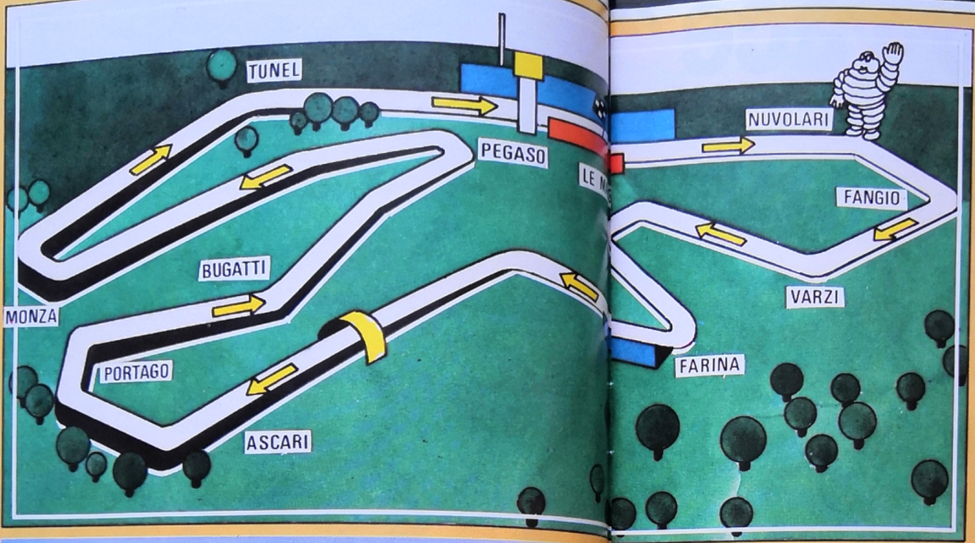
THE RECORD

1974 : Niki Lauda (Ferrari 312 B-3 74)
1975 : Jochen Mass (Mc Laren M23 Ford)
1976 : Niki Lauda (Ferrari 312 T2)
1977 : Mario Andretti (Lotus 78)
1978 : Mario Andretti (Lotus Ford 79)

STARTED GRID

LAFFITE Ligier JS 11 1'14''50	**DEPAILLER** Ligier JS 11 1'14''79
VILLENEUVE Ferrari 312 T4 1'14''83	**ANDRETTI** Lotus 80 1'15''07
SCHECKTER Ferrari 312 T4 1'15''10	**LAUDA** Brabham Alfa BT 48 1'15''45
PIQUET Brabham Alfa BT 48 1'15''61	**REUTEMANN** Lotus 79 1'15''67
JABOUILLE Renault RS 10 1'15''78	**PIRONI** Tyrrell 009 1'16''04
ARNOUX Renault RS 03 1'16''06	**JARIER** Tyrrell 009 1'16''08
JONES Williams FW 07 1'16''23	**REGAZZONI** Williams FW 07 1'16''61
HUNT Wolf 1'16''88	**PATRESE** Arrow A1B 1'16''92
MASS Arrow A1B 1'17''04	**WATSON** Mc Laren M 28 B 1'17''11
FITTIPALDI Copersucar F5A 1'17''35	**TAMBAY** Mc Laren M 28 1'17''45
STUCK ATS D1 1'17''57	**DE ANGELIS** Shadow DN9B 1'17''85
REBAQUE Lotus 79 1'18''42	**LAMMERS** Shadow DN9B 1'18''79

DALY (Ensign N 77) 1'19''30 ; **MERZARIO** (Merzario) 1'20''46 ; **BRANCATELLI** (Kauhsen) 1'23''24.



Firestone
SEAT

UNOFFICIAL PRACTICE TIMES

	Friday morning	Saturday morning	Sunday morning
LAFFITE	1'16''88	1'17''54	1'17''62
DEPAILLER	1'16''19	1'18''02	1'18''23
VILLENEUVE	1'15''81	1'15''67	1'16''77
ANDRETTI	1'17''27	1'17''07	1'18''84
SCHECKTER	1'16''50	1'16''94	1'17''52
LAUDA	1'18''34	1'16''67	1'19''17
PIQUET	1'18''92	1'17''17	1'19''52
REUTEMANN	1'17''72	1'18''73	1'18''49
JABOUILLE	1'18''91	1'18''73	1'18''01
PIRONI	1'17''75	1'17''53	1'18''92
ARNOUX	1'16''85	1'18''45	1'18''64
JARIER	1'17''95	1'18''75	1'18''40
JONES	1'19''11	1'18''13	1'18''12
REGAZZONI	1'22''00	1'19''12	1'18''52
HUNT	1'18''26	1'17''73	1'19''09
PATRESE	1'18''00	1'18''14	1'19''95
MASS	1'28''20	1'17''90	1'19''79
WATSON	1'17''65	1'17''31	1'19''44
FITTIPALDI	1'19''96	1'18''81	1'20''43
TAMBAY	1'19''48	1'18''73	1'20''36
STUCK	1'19''21	1'18''46	1'23''63
DE ANGELIS	1'21''35	1'18''46	1'19''83
REBAQUE	1'21''35	1'18''46	1'21''30
LAMMERS	1'20''58	1'19''38	1'20''56
DALY	1'19''90	1'19''32	1'20''56

PRACTICE TIMES

	1ère séance	2ème
LAFITTE	1'15''27	1'14''50
DEPAILLER	1'15''40	1'14''79
VILLENEUVE	1'14''87	1'14''83
ANDRETTI	1'15''69	1'15''07
SCHEKTER	1'15''10	1'15''60
LAUDA	1'16''48	1'15''45
PIQUET	1'17''87	1'15''61
REUTEMAN	1'15''67	1'15''94
JABOUILLE	1'16''47	1'15''78
PIRONI	1'16''36	1'16''04
ARNOUX	1'16''06	1'16''33
JARIER	1'16''58	1'16''08
JONES	1'18''70	1'16''23
REGAZZONI	1'18''60	1'16''61
HUNT	1'17''45	1'16''88
PATRESE	1'17''41	1'16''92
MASS	1'17''61	1'17''04
WATSON	1'17''11	1'17''60
FITTIPALDI	1'19''97	1'17''35
TAMBAY	1'18''60	1'17''45
STUCK	1'18''61	1'17''57
DE ANGELIS	1'19''14	1'17''85
REBAQUE	1'19''35	1'18''42
LAMMERS	1'19''23	1'18''79
DALY	1'20''61	1'19''30
MERZARIO	1'41''00	1'20''46
BRANCATELLI	1'25''82	1'23''24

SPEEDS RECORDED BY HEUER IN FRONT OF THE PITS	km/h		
SCHECKTER	267,6	LAUDA	268,5
VILLENEUVE	267,9	WATSON	255,5
ANDRETTI	260,9	PIQUET	266,3
REUTEMANN	264,6	JABOUILLE	277,6
PIRONI	263,9	HUNT	260,0
JARIER	264,8	LAFFITE	268,5
		DEPAILLER	267,9
		JONES	264,5

EMSA
equipment
MICHELIN
Agip
motor oils
Marlboro

PIT STOPS AND RETIREMENTS

Hunt: retired 14th lap, suspension twisted.
Jabouille: spun 3rd lap, retired 21st lap, engine.
Villeneuve: spun 3rd and 4th laps, tyre change 58th lap.
Jones: puncture 7th and 43rd laps, retired 55th lap, gear linkage
Piquet: retired 16th lap, jammed accelerator.
Laffite: retired 17th lap, engine.
Watson: retired 23rd lap, engine.
Stuck: stops on 31st, 42nd, 43rd, 44th laps, tyres and overheating brakes
Regazzoni: retired 32nd lap, valves.
De Angelis: retired 55th lap, engine.
Rebaque: retired 58th lap, engine
Lauda: retired 63rd lap, radiator leak
Tambay: refuel, 69th lap.

CONSTRUCTORS CUP

1 - Ligier 29 pts , **2 -** Ferrari 23 pts , **3 -** Lotus 22 pts , **4 -** Tyrrell 10 pts , **5 -** Mc Laren et Williams 4 pts ; **6 -** Copersucar et Brabham 1 pt.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

(après les GP d'Argentine, Brésil, Afrique du Sud, USA Ouest, Espagne)

1 - Villeneuve et Depailler 20 pts ; 3 - Laffite et Reutemann 18 pts ; 5 - Scheckter 16 pts ; 6 - Andretti 12 pts ; 7 - Jarrier 7 pts ; 8 - Pironi 5 pts ; 9 - Jones et Watson 4 pts ; 11 - Lauda et Fittipaldi 1 pt.

RESULTS

Ancien record : Mario Andretti (Lotus Ford 79) en 1'20''06

1. Depailler	Ligier JS 11	1 h 39'11''
2. Reutemann	Lotus 79	à 21 secondes
3. Andretti	Lotus 80	à 28 secondes
4. Scheckter	Ferrari	à 29 secondes
5. Jarier	Tyrrell	à 31 secondes
6. Pironi	Tyrrell	à 49 secondes
7. Villeneuve	Ferrari	à 53 secondes
8. Mass	Arrows	à 1'15''
9. Arnoux	Renault	à 1 tour
10. Patrese	Arrows	à 1 tour

Meilleur tour : Villeneuve en 1'16''44.

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''Lively reactions like a Formula One car, but the wind is hindering.''

1
Hermetite

Depailler-Hynes: kartman's advice for a Formula One driver.

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LIGIER GITANES
elf

Depailler-Rougerie: two champions, another sport.

DEPAILLER ZIPS

It was exactly a week before the Spanish Grand Prix. Patrick Depailler's attention was already on the forthcoming Jarama race, knowing that the had a good chance of doing well. But his hopes of a possible victory didn't stop him from going to Folembray, a little circuit in the North of France normally reserved for lesser Formulae, in order to amuse himself.

It had been suggested that Patrick might like to go and drive some 250cc karts. It was hard to resist such an invitation. *''I love all machines that go quickly''* he admitted. Such was certainly the case of the strange little machines offered to him. The 250cc karts are the Formula Ones of the karting world: the leading formula. And they are particularly basic. The drivers sit virtually on the ground, just a piece of bodywork protecting them from the road,but no bodywork around the driver. These little machines are real competition specials, capable of reaching around 125 mph on quick circuits. However, Folembray is too short and twisty to allow such a kart to fulfil its capabilities. On the other hand, Martin Hynes, the English karting specialist, had done only ten laps before he beat the absolute lap record set last year by... the Renault Formula One car driven by Jean-Pierre Jabouille: 53''7 for the kart to 54'' for Jabouille.

Knowing the times, and the fact that these karts give over 50 bhp. Patrick Depailler was scarcely reassured when it was his turn to drive the Zip kart that Hynes had brought along for him. *''I'm only going to do a few laps to see what it can do. It's not a question of setting fast times. Safety is pretty limited in these machines. If I hurt myself, I'd hate to thing what Guy Ligier would do when he found out.''* It was in this frame of mind that Patrick took to the track, not without a certain amount of curiosity, but equally not without a certain anxiety. Would he tame the little monster? It wasn't a question of refusing to do battle. The motorcycle champion Michel Rougerie was there, looking forward to trying four wheels.

A Formula One driver is always a Formula One driver. Patrick's technical knowledge and driving capabilities were immediately apparent while driving the Zip. He didn't go very quickly, perhaps, but his lines, gearchanges and braking points made him look completely at ease. However, Michel Rougerie was not nearly so happy. He was frequently sideways, and even spun on one occasion.

Patrick had lapped in around a minute when he stopped after only five laps. *''I'm beginning to be at ease and getting competitive, but that's when it could get dangerous. I know myself too well: I'll start enjoying it and taking risks. I would prefer to stop.''*

Martin Hynes, honoured to have a driver of Patrick's standing in the kart, inquired as to Patrick's impressions as much with impatience as interest. And Patrick's reply gave him a certain amount of pleasure. *''It's a real little Formula One car''*, reckoned the Ligier driver. *''Considering the performance, lack of comfort, driving problems and liveliness, it's utterly comparable. When the track relates to the kart's capabilities, that's to say, more windy and twisty than a Grand Prix circuit, then you really could have the impression that you're driving a Formula One car, I'm sure that a lot more young people could enjoy themselves in karting than in Group Five or touring cars. These 250 karts are really similar to single-seaters. Only one thing is annoying in relation to single-seaters, the wind.''*

With further questioning, his technical side took over. *''I daren't tell Martin in case he thought me pretentious, but everything that I've learnt in Formula One tells me that I could set his kart up a little better and gain him a second lap. Just little adjustments here and there...''*

Patrick Depailler got back on the road for Paris, Jarama in his thoughts again. ☐

CHAMPIONS AND THEIR FREE TIME

Safety at race circuits has certainly improved, but the cars have also progressed. Danger is still part of the job. On average, death strikes one a year in Formula One. Without this threat, a racing driver wouldn't earn as much money, nor would he be so respected, even idolised, by the public. By mixing sport with relaxation, the French drivers forget the dramas and enjoy themselves: they live life to the full.

Above left:* *Jacques Laffite diligently puts his golf instructor's advice into practice.

Below:* *Patrick Depailler relaxes in the bottom of the boat on the way back from from a diving expedition.

Bottom:* *Didier Pironi practices his shooting, as did Jackie Stewart, once in the Olympic selection when World Champion. May be Didier will do as well. Patrick Tambay, a fine skier, enjoying a slalom run again.

HEROES AND ANTI-HEROES

IS THERE AN IDEAL MAN?

To succeed in motor sport it is necessary to combine a certain number of qualities. In truth, all qualities are useful in progressing and climbing through the echelons of the sport. Only talent intervenes at a certain juncture, like a court judge.

The athletic side, on can imagine, is not very evident under the helmets and overalls. But the physical side must not be ignored, on the contrary, it is that angle that is the most apparent. Most drivers play football with enthusiasm, but do not jog. Many do early morning exercises. Each adapts his self discipline to his personality. Certainly, James Hunt isn't as conscientous as the Laffites, Jabouilles and Laudas... but they certainly don't overdo it either.

Motor cycle scrambing and skiing, although forbidden by contracts in order to prevent injury during the season, are the favorite occupations of these protected children. Patrick Tambay was a member of France's B ski team, the "Espoirs" and Army teams twelve years ago. "Skiing has influenced me a great deal when it comes to motor sport. Firstly, it is because it is an enriching experience in a sport of the highest standard. You still have to drive when skiing: you have to study a racing line, your sliding technique, you are always looking at the track while moving, you have to learn to accept speed and distances. Training and the excessive demands of racing have meant that I have developed a certain self-discipline." Patrick often goes skiing into the high mountains like the Rockies with his team manager Teddy Mayer.

SKIING, TENNIS, CYCLING, GOLF

Laffite is more interested in turning a lot than simply sliding down the mountain. Jack and good humour are assured when Jacquot's gang, old friends from La Plagne, and family like Jabouille take to the slopes. Jean-Pierre, with his great strides, prefers langlaufing. But both of them have other sporting interests: Jacques has become very interested in golf. He has discovered this sport relatively recently but when he's got a few spare moments and some suitable ground, he's off with his clubs and ball to play the greens.

Jean-Pierre Jabouille cycles using the machine given to him after last year's Le Mans 24 Hours. The roads of this homeland are difficult, and his kidneys are put to a hard test. Jabouille is a tough bloke, and his starts are almost quicker than those of the turbo he drives.

The challenge has already been thrown down. A bicycle is also being entrusted to journalist François Janin. There are apparently some old scores to settle...

René Arnoux, on the other hand, has come across a few difficulties in his sports. "Néné" is an ecologist before everything, and goes back to the country around Nevers to recover between Grands Prix. Everyone knows about Arnoux's mechanical interests which he displayed so much in Martini's wirkshop at Magny-Cours, but still, one mustn't forget that he comes from

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Above left: Pironi plays squash in Paris, the game is excellent for the reflexes.

Jean-Pierre Jabouille is a cycling enthusiast. On his left, Bernard Giroux with whom Jabouille has a certain rapport.

Bottom left: Jean-Pierre Jarier and wind-surfer. Romantic: the dog, the mud, the cold and a little wind didn't mean a great demonstration, but his heart was in it.

mountainous Savoie region of France. Arnoux has always lived near mountains and often done downhill skiing, but it is on langlauf skis that he is most happy. During a recent visit to Les Arcs, Arnoux almost went so far as to embarass some of the local ski teachers. In langlaufing all the muscles of the body are used, says Arnoux.

BUT ALSO WINDSURFING, HUNTING, SUB-ACQUA, SQUASH, SHOOTING...

For some, their hobbies are much more unusual, secretive even, to avoid possible restrictions in contracts.

Before the US Grand Prix West at Long Beach, Patrick Depailler was able to satisfy one of his great ambitions spending a few days in the wilds of Mexico. ''To be on a small boat and discover the marvels under the sea is a real holiday for me'' says Patrick. ''I could forget all my worries there. The sight was too beautiful to think of anything else, and with that came a sense of escape. I'm not a good swimmer, nor a good shot but nevertheless, I enjoy them both.

Patrick Depailler started in motor sport on motorcycles, and he is also an enthusiastic trial and motocross rider. But remember he had an accident in the undergrowth and broke his leg some years ago before Clermont-Ferrand which delayed his first Tyrrell drive. So Patrick learnt his lesson, and now leaves his motor-cycle in the garage.

Didier Pironi concentrates on another kind of shooting, in the open air with rifle and target: ''It helps concentration'' says Didier. ''You hold your breath and that allows you to appreciate everything around one with all one's senses and that is important in motor sport.

When you drive through a long series of bends, or around a long curve, you don't breathe and it is important to get used to this in order to keep and maintain your resources. When you don't breathe, it means the brain has no air and then you can make mistakes of judgment or of the reflexes. your bodily functions are very important...''

Didier Pironi is from a good family of social status and a man of the world who knows what he likes. An opportunist, yet lucid and thoughtful, he takes advantage of every opportunity to develop his personality. He doesn't deny his Italian origins while he consumes bowls of spaghetti. But that in turn has its disadvantages, so in order to get rid of the excess weight, Didier plays squash with his cousin and good friend Jose Dolhem once or twice a week in Paris. ''Squash is one of the best sports for reactions, for anticipation. It's also a very energetic game which helps me to keep fit, much more so than tennis for instance.''

AN AFTERNOON WITH JARIER

Even though Pironi and Jarier often pilot a helicopter together, it is Jarier who is the more daring. Jean-Pierre wouldn't refuse a flight with a hang-glider. But crazier still is his habit of wind-surfing...in mid-winter. For the experience, you may say, but also for the excitement.

''Lake Jarier'' is at the end of a winding road. The factories, the smoke, the unfinished buildings covered in tarpaulins, there's very little romantic about it. The chosen decor of a hooligan in perfect surroundings. Jarier doesn't care. He mocks it, free as the wind itself. Uncaring, possibly unconscious to it all—the temperature is only just above freezing. And there's a thin drizzle in the cold wind. But you don't stop a Jarier with that sort of weather. The board is on the water and the mast is stepped. Jarier's dog follow its master, it doesn't know that it is starting out on an endurance course.

Then suddenly came a cry of distresse: ''Bernard, I've forgotten the contreboard...'' followed by another cry, of laughter. Finally jean-Pierre strikes land at the other end of the lake.

In the French river bushes Jarier, now an Indian, is on the war-path. The board is on his back and between his teeth a knife to chop through the vegetation. Then it's Jarier back in the driving seat of this all-purpose DS, with the dog sporting in agreement with the conversation. With his foot flat on the floor, Jean-Pierre has never slid so much in his life. The mud and tyres smoke, the car moves forward crabwise. JPJ fights it more than the circuit at Monaco. But the competition isn't quite the same and the aim is simply to get home.

And yes, it was useless pushing. We had mud in our eyes and hair, but we had the feeling that we'd spent a different kind of afternoon: à la Jarier. Champions spending their free time tends to reflect a certain idea of life... ☐

VIVA JARAMA!

OLE LIGIER!

The ever changing face of Spain. Like Formula One, the Iberian peninsular is in a continual state of transition. Despite the economic crisis there are more and more cars in Madrid, making bigger and bigger traffic jams.

Around the old town mushroom new little boxes. Concrete and tarmac are taking over the countryside.

Spain has sporting enthusiasm. The Tour of Spain visits the provinces of Andalousia and Nevada. The Bernabeu stadium fills every time Real Madrid plays. Flamenco dancers vibrate to the rhythm of the guitar and shouts of ''Ole''. And Ligier and Ferrarri exchange their own blows with each rilling tyre and hundredth of a second at Jarama.

Defying his reputation for bad luck, Guy Ligier has come to see his cars run, his wife too. Their son Philippe becomes the family ambassador in a television appearance. After the drivers have paid their respects to his Majesty Juan Carlos, King of Spain, the grid forms slowly. A certain amount of rivalry is evident between the blue and white Ligiers of Laffite and Depailler.

The light lingers before passing to green. Tension and concentration. Depailler leaps ahead, Laffite delays, Andretti rushes through. The horses and free. The hellish rush has started. Decibels fill the ears.

Only Depailler carries Ligier's colours. He follows the progress of nº 25, his eye following it again and again as the car passes. ''One out of two, Jacques out...'' he sighs.

Worry and uncertainty for the French team. ''Ole ! Ligier ! Depailler !'' as the car passes beneath the chequered flag.

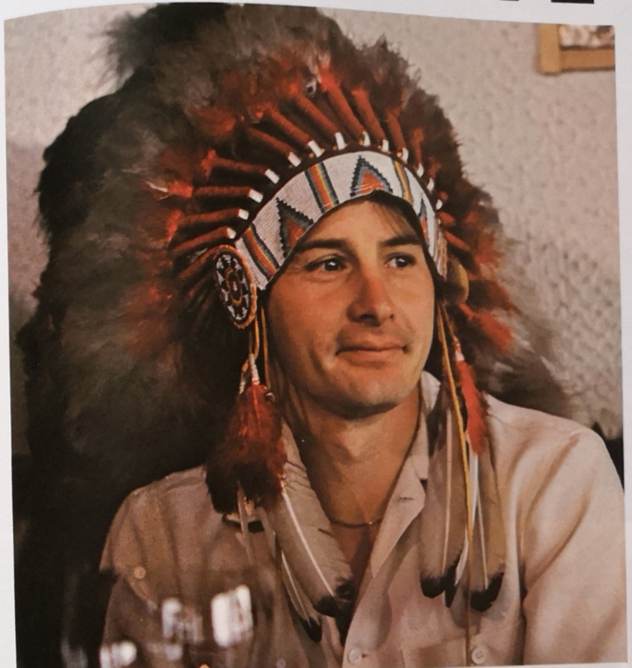
Ligier embraces, greets, congratulates, thanks, cries, grumbles... For the first time he has seen one of his cars win. He runs towards the finishing line, behind team manager Gerard Ducarouge. The hug between driver and constructor. Tears fill the eyes. Those from Auvergne salute you. Mission accomplished.

On the podium, between Reutemann and Andretti, beside King Juan Carlos, Depailler fidgets embarrassed, makes signs like a kid pleased with his success. For the second time in his career the French driver is in the lead of the World Championship, wearing a motor racing Yellow Vest. But the Formula One drivers have at a gallop this season, and the race is still long.

But after the sangria, beer. And after Jarama, Zolder.

B.G.

VILLENEUVE OFF TRACK



Gilles Villeneuve, disguised as an Indian in a Canadian restaurant in Cannes, discusses Grands Prix freely. May be he's a war sentry, or the Tomahawks are flying low...

On the circuit, it's a little different, for Gilles concentrates hard on his task, and has little time for journalist's questions.

Gilles Villeneuve lives on the Côte d'Azur. It's the idyllic place for the French to forget their national worries. But Villeneuve isn't very French: he lives in an American style, and speaks with a Canadian accent that rings in the silver trophies and crystal vases won on the North American circuits. He spends most of his time at Fiorano, Ferrari's factory and home of their test track. He's just moved to Monaco, a financial paradise for a top professional sportsman of no matter what nationality. Certainly, there's Clermont-Ferrand home of the Michelin tyres that he uses, but France doesn'xÇowe anything to Villeneuve, and Villeneuve owes nothing to France, except perhaps his taxes. He's an adventurer, obsessed with freedom, a globe-trotter, carefree, uncomplicated, and modest. But it's difficult for him to escape the mass-media, the demands that publicity brings, the requests from every angle, for the anonymity and independence. ''Long live free Quebec or rather free Villeneuve...'' might well be his cry. But one thing is for certain, wherever he settles, he won't lose his accent easily.

Even occupying first place in the World Championship means nothing more than something circumstantial, rather than a responsability or a quest. His real enjoyment and infatuation is racing, and everything connected with racing. The rest of it, the environment, history, dull but showy cocktail parties can be left to other people.

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Cross-country is a sport that allows some exercice without having to take big risks. It's impressive but requires skill: Gilles is expert, and his wife enjoys it too.

After his daily football match on the beach at Cannes, Gilles gets his breath back with his wife Johane.

His two children, Jacques (7½) and Melanie (5) have returned to Quebec in order to have a more regular and coherent education. In fact, Villeneuve's tribe are currently in a transitional state, for having lived behind Cannes, near the sweet smelling town of Grasse, they are living in a small apartment in Monaco before moving into a villa overlooking the sea. On May 27, day of the Monaco Grand Prix, Gilles will have a special reason for winning...

"But I'm not a gastronome even though I live in France. I'm happy with a steak and chips. But I don't like the French hours of eating, they don't allow me to eat when I wish."

GILLES: THE CANADIAN CHALLENGER

Nervous, impulsive, impetuous, dry, an adolescent impression and hardly one that makes one thing that he's already head of a family. He has a roguish look when things go wrong, more in common with less skilled men. But only the truth and results count in his book. His private life is well protected and means a lot to him. It's better for one not to encroach upon it. "I prefer to keep away from socialising for the moment. I know that with a certain amount of success, one has to put in public appearances, but I am a man of nature. I like space and my family life. I may be living in the South of France, but that's for comfort and its location. Most of the Grands Prix take place in Europe, and furthermore, Monaco is only 280 miles from Maranello. Both Jody and I have to test frequently in Italy, so this is an ideal place to live. I speak French and my children can be educated here more easily than in most other European countries. During the Easter holidays, they went to stay with my parents in Canada, but at the end of May, they'll be coming back to Europe..."

> **My enjoyment and infatuation is racing.**

Last year, Villeneuve often stayed in his own motor-home at the Grand Prix circuits. It's a more congenial way of living than the stereo-type hotels. All the family went with him from circuit to circuit. Currently this famous and recogniseable vehicle is being refurbished, but whatever his position in the World Championship, Gilles is looking forward to using it again .

Because of the American and South African Grands Prix, Gilles and his wife Johane haven't been at home very much. However, it hasn't worried them greatly. "The Côte d'Azur is known for its pleasant weather, but since the beginning of the year, it's rained everytime we've been home. Let's hope that's going to change, because we're going to be at home more often now."

Gilles Villeneuve isn't really a sports lover. His interest mainly lies with mechanical things. He likes to take out and refit all types of engines. He often goes up to Pra-Loup, a winter sports resort in the Southern Alps where he meets up with Jean-Pierre Nicolas, the French rally driver.

> **It's important that I race in Canada to develop racing there.**

Whether in a car, on a motor-cycle, or even in a truck, Villeneuve likes to drive around on the ice circuits, spinning and turning, defying the laws of balance and enjoying himself. If his nose is in an engine, or his hands are ont he wheel, Villeneuve enjoys himself. Wife, children and dog all go along to watch. They all ride ther in a flamboyant red and gold Bronco. It's a rough road vehicle made in America, very high with big wheels and lots of power (200 horsepower) allowing Gilles to spend time in places that are so steep and inacessible that other vehicles wouldn't get there. Equally though, on the Croisette at Cannes, or in front of the Casino in Monaco, it's rather noticeable. But dominating other car drivers and in such a

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way seems to reassure Gilles. "It may not look very sporting, but it wins Grands Prix!" Accelerating, drifting around corners, Gilles plays with the 200 bhp. Johane, beside him, smiles without saying anything. Tacit enjoyment.

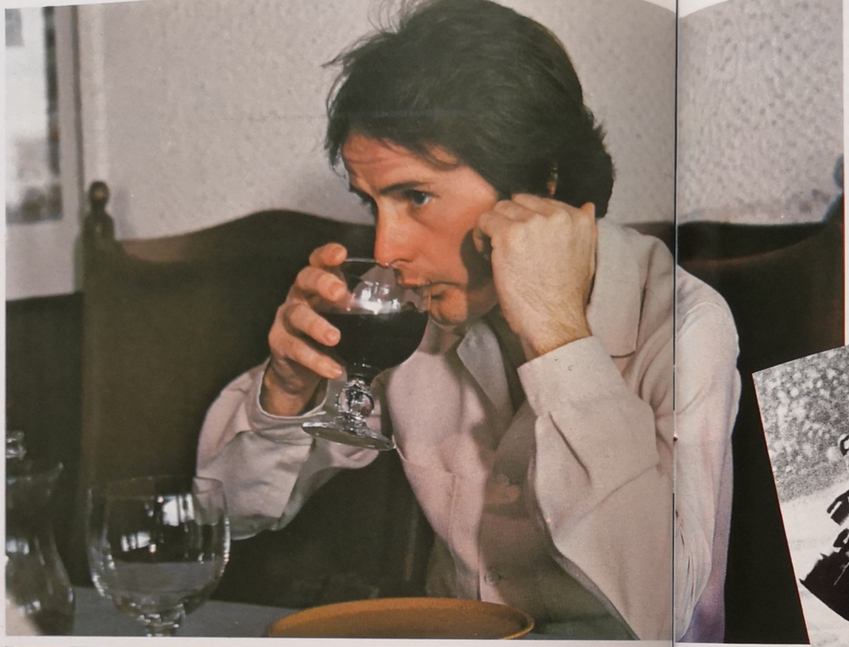
"At times I have more fun with the Bronco than with a Formula One car. Besides, with Wolf we've got a project going to cross the Alps and to go places that no four wheeled vehicle has ever gone before. We've going to reconnoiter our route by helicopter!

The Canadian club are often to be found in a restaurant in Cannes, tne Caribou, in Rue du Canada, of course. Walter Wolf and Gilles Villeneuve revive their Quebec accents. And if you ruffle their feathers about Sioux Indians, they'll tell you that they've never met an Indian in Canada, it's just a myth put about by Europeans.

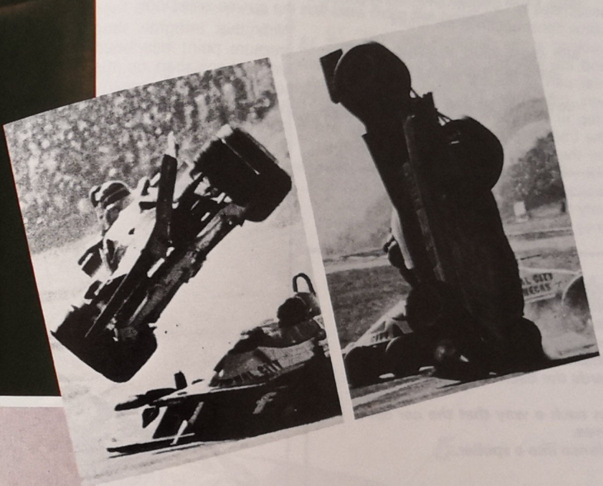
FERRARI, IN THE STEPS OF LAUDA

Remember that at the end of 1977, Gilles Villeneuve had driven in both the American and Canadian Grands Prix in a third Ferrari. At that time, nothing was going well between Niki Lauda and Ferrari. The vacant position would seem to be for the Canadian driver. Bu at the Japanese Grands Prix, when Lauda was absent, Gilles hit the rear end of Peterson's Tyrrell and landed in the middle of a group of spectators and photographers. There were wounded, an argument for Gille's detractors. "It was just an unfortunate set of circumstances", says Gilles as if to convince himself. "I felt the rear end of the car rise up, I crouched down in the tub and waited for the end. By some miracle, I was absolutely uninjured. I got out quickly, I noticed the wounded by refused to look at them. Anyway, there was nothing I could do, and I was afraid of being affected by it. An accident happens very quickly and often you don't have the time to see or react to what's going on. Sometimes it's better that way..."

Another accident stirred up the controversy. Leading at Long Beach in 1978, Villeneuve was astonishing and surpassed himself. But then he started lapping other drivers and came up on Clay Regazzoni. Gilles didn't want to be held up by his more experienced senior and went for a gap, forgetting the presence and temperament of Regga. Tangled, lauched, and into the barrier...for Villeneuve, the dream is vivid: "I've seen the film of the incident lots of times", says Gilles, "but I don't regret my actions at all. If it happened again, I'd do the same thing. I reckon that during a race, I couldn't do anything else.



With a French Canadian, Gilles enjoys some Coca-Cola... from the vine.



It was on the sixth lap of the 1977 Japanese Grand Prix in October that Gilles touched Ronnie Peterson's Tyrrell under braking. The Ferrari went flying. It looped through the air before hitting the catch fencing and spectators.

I felt the rear end of the car rise up, I crouched down in the tub and waited for the end.

I'm only sorry that I seemed to be in the wrong. But the fact that I've been able to see the film and been able to see for myself has reassured me, it's reduced my worries and misgivings. It's true that it was a good lesson for me".

Being a French speaker, Gilles has the advantage of being able to express his opinions easily to the Michelin engineers. His attitude has made him a favorite in the team. "The kid isn't big-headed and yet he knows what he wants", is the sort of comment that you'll hear beside the yellow and blue trucks.

"Gilles is a perfectionist" adds Pierre Dupasquier, "He's interested in the technical details and research. He also has intuition that the others don't have. And we all have a lot of pleasure working with him. Despite his image of being shy, boorish, modest and naive, he could become popular. There's nothing Superman or playboy about him, but he knows his subject well. Above all, he's benefiting from each Grand Prix, each test, and getting better. He has a temperament that allows him to stay calm in the storms, and everyone knows that storms break out in Italy for any reson..."

FORMULA ONE, YES, BUT NOT ONLY FORMULA ONE

It's true that a Ferrari driver doesn't have much time to do anything drive a Ferrari. Competition is the keyword at every circuit, but equally at Maranello. But Gilles feels a little frustrated. He's a young driver, eager for new experiences and adventures and he'd still like to do some American Atlantic races or some other forms of racing (perhaps even Le Mans) but for the moment, he has an exclusive contract with Ferrari. "I hope we can arrange it", says Gilles. "It isn't just a question of money but also personal taste and enthusiasm. It's true that the money is important, but motivation number one in my book is racing. Furthermore, it's important that I race in Canada to develop racing as a whole. They only have one Formula One race in Canada per year, and that's all they see of me. My brother, whose two years younger than me, was in Long Beach, and he's the number one hope in Canada at the moment." Gilles' manager is M. G. Parant who looks after his business affairs. He is one of the organising committee of the Canadian Grand Prix, and also the intermediary with the sponsors, Labatt's, who have also sponsored Gilles. An associate looks after Gilles in Europe. But even if it's only a question of the villa, moving into it and various administrative tasks, if the results keep coming, they may have to put à real "star system" into operation. ■

LOTUS 80

LOTUS 80: TEMPORARY WINGS

The Lotus team did well at the Spanish Grand Prix, taking second and third places. But the result that counted the most for Chapman's men was that of Andretti, driving the new 80 which showed itself to be competitive after thorough testing. This car may have appeared rather later than scheduled, but it had an advanced design. It still needs a period of development, as the 79 did last year. And that car's future was definitely rosy.

How could the Lotus be that revolutionary, considering the competition? All you have to do is look under the car, or see it without bodywork to know the answer. The difference between the 80 and other ground affect cars are such that the former can't even be considered a development of the 79. The 80 seems to be along different lines of thinking in the search of maximum downforce without turbulence. The idea runs along the lines of his famous "something for nothing" comment, with which Chapman influenced his associates in 1976 when thinking about Lotus construction in the future.

Looking at the design of the "old" 79 and the new 80, one can see that the rear part of the car has been designed very differently. The 79 was the first step in the eventual aim of eliminating the traditional rear wing. The 80 should be the realisation of this idea. On the 79, Colin Chapman designed wings which were fitted along the side of the very narrow monocoque. These wings, if they were to work properly, necessitated the use of side pods that extended to the ground. Chapman conceived rigid skirts, capable of sealing the outside air from the inside, and turning the side pods into venturi. The air passing under the side pods was accelerated and released into the area in front of the rear wheels, creating downforce so that the cars run with wings that are flat.

On the 80, the exterior wings should be dispensed with... as are the wings in the side pods. In their place, all the lower part of the car is shaped like a motor boat. The 80 is enclosed throughout its length.

In order to achieve that, it was necessary to leave the wheels as uncluttered by bodywork as possible, which explains the curved side pods.

With this integral shape inside, the pressure point has been moved much further back than on the 79. To compensate, it's necessary to use front skirts. But preliminary testing has shown that these skirts, in common with the curved skirts, don't work as well as they should. It is for this reason that the 80 apparead at the Race of Champions with normal wings. Chapman explained his backward step simply: *"At the moment we can't get the curved skirts to work properly, so we've fitted the car with normal wings so that we can see whether the other parts of the car work properly."*

On wing cars, and especially the completely enclosed 80, it's difficult to achieve reasonable rear brake cooling.

On the drawing opposite, one can see the wonders worked by the Lotus team in order to channel in the air for cooling.

In Spain, the 80 was mechanically problemfree, which is very encouraging for Chapman. Besides, the skirts worked well to such an extent that Andretti was able to drive his car with the second (higher) wing completely flat.

Chapman is waiting for the day that he runs the 80 without wings at all. It's without doubt a questions of time. And from now on, Mario Andretti is looking forward to that moment too. ■

MARTINI LOTUS 80

1) The front skirt mountings remain, even through the car now uses traditional nose fins.

2) There are two small windows on top of the chassis to allow mechanics to make pedal adjustments.

3) The 80 is fitted with twin caliper ventilated brake discs, as was the 79.

4) Inboard dampers are operated by titanium rocker arms.

5) The driver can adjust both anti-roll bars from the cockpit.

6) The air outflow duct from the radiators is now partially covered.

7) Airflow to the engine is improved by the roll-over bar.

8) There are two brake ducts beside the engine cylinder heads.

9) Two additional brake ducts within the bodywork cool the middle of the brake discs (see in yellow).

10) The only gap in the bodywork is for rear upright movement.

11) The driveshafts are totally enclosed by bodywork.

12) The sideplates are mounted on a transverse bar, which also serves as the oil catch tank.

13) An additional flap is mounted above the original, 90 cms from the ground.

14) The bodywork underneath the rear end of the car is shaped like the bow of a boat.

LOTUS 80

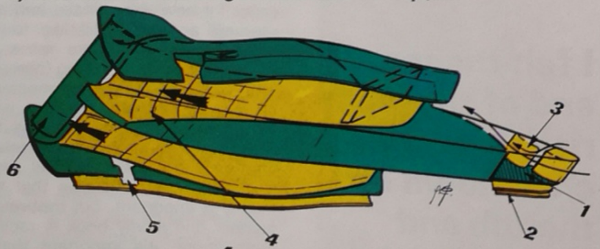
1) The opening in the bodywork. One can see the two air vents which exist thanks to the two rigid skirts (2) which work following the same principles as those on the side pods of a wing car.

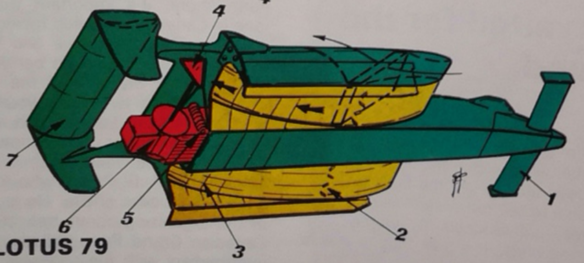
3) Central trim tab in the middle of the opening.

4) The underside is completely enclosed. There are side mounted pods as on the 79, the air is freed towards the back of the car and the bodywork becomes more pointed.

5) Opening for the upright, shaped in such a way that the car isn't affected by any turbulence from the tyres.

6) Rear trim tab controlling the turbulence like a spoiler.





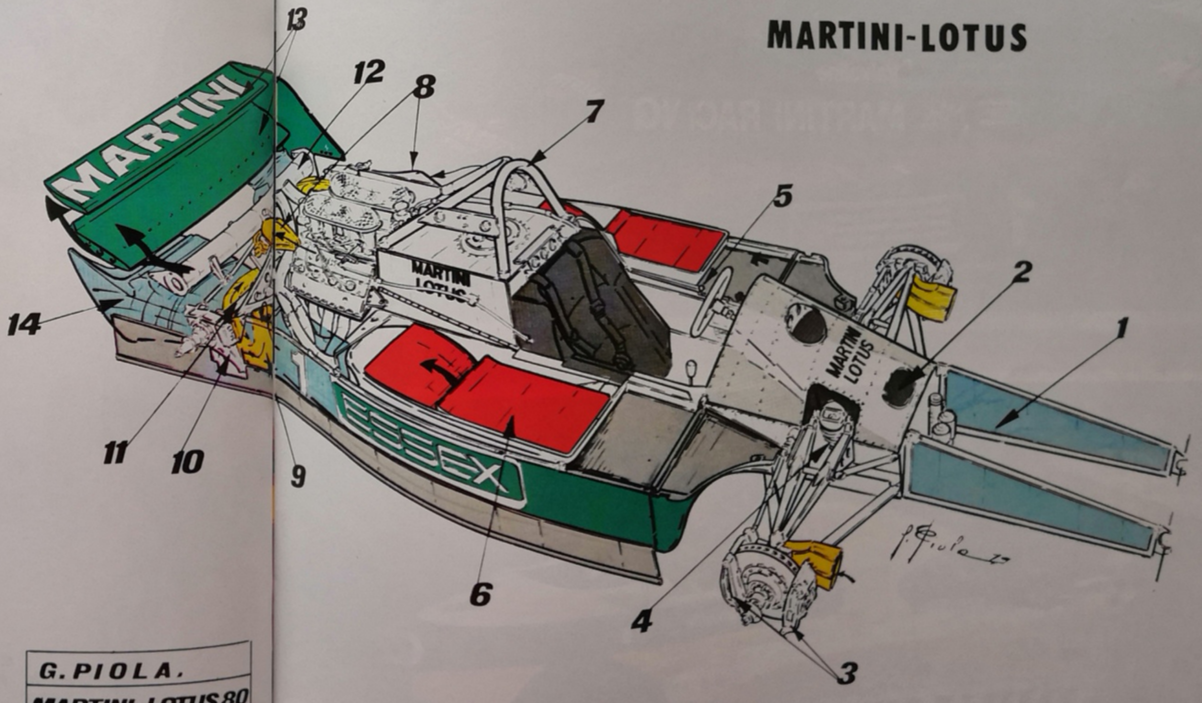
LOTUS 79

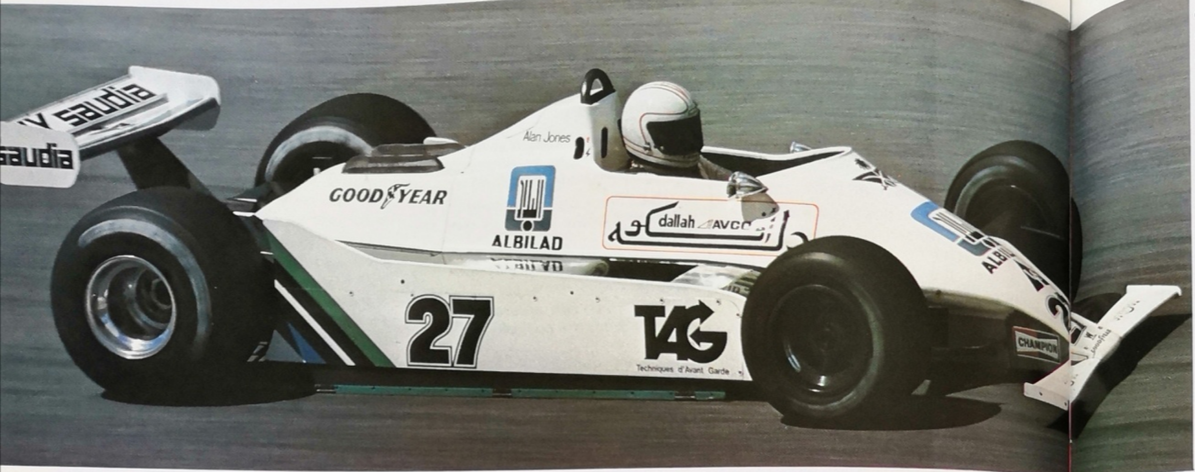
1) Front nose fins delta shaped, the nose cone is shorter and narrower than that of the 80.

2) Accelerating air flow in the venturi tunnel.

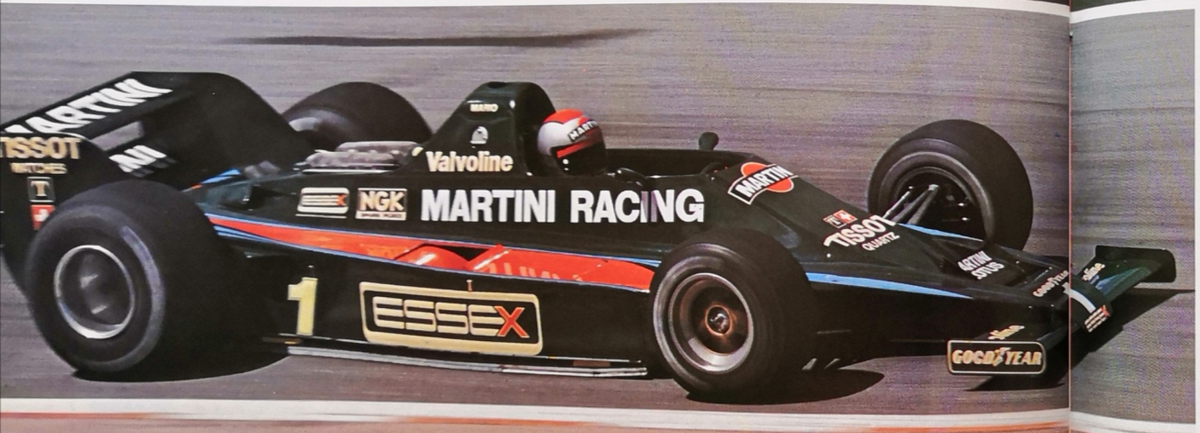
3) The side pods are shaped with two wings stopping in front of the rear wheels, which causes the air to flow into the rear suspension (4), the shock absorbers (5), the discs and the gearbox (6).

7) Conventional rear wing.

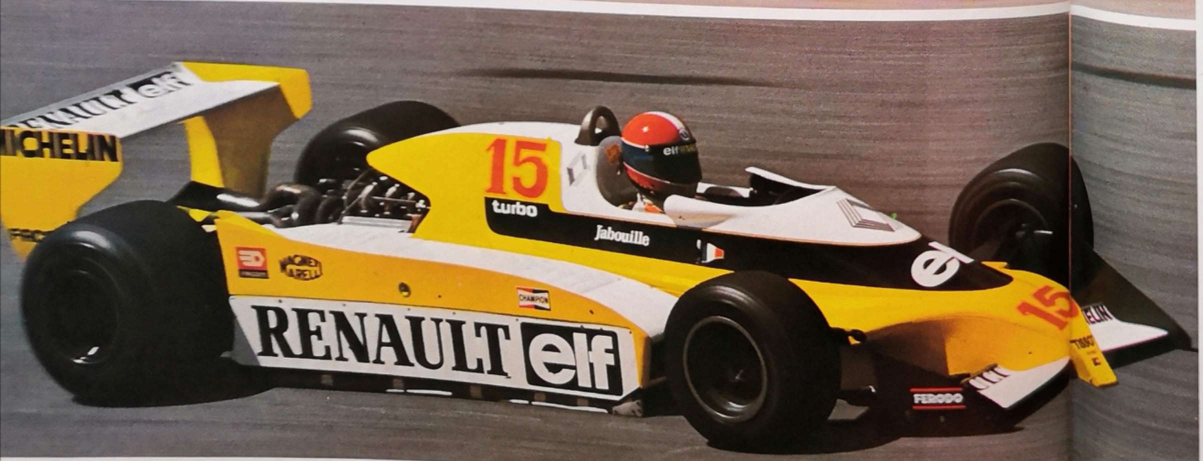




Williams: the only one of the three cars with a central rear wing support. The wheelbase is very short (20 cms less than the others) which may explain its competitiveness.



Lotus 80: the wheelbase of the 80 is identical (274 cms) to that of the 79...despite appearances.



Renault RS10: a pure wing car in shape, forward cockpit and a perfect side pod shape.

LOTUS, WILLIAMS, RENAULT: ENCOURAGING

Financial means are all-important in Formula One. They may be excessive, but they do allow constant technical development. New ideas flourish from Grand Prix to Grand Prix. Spain marked the debut of three new cars: the Lotus 80, the Williams FW07 and the Renault RS10. Three ground effect cars, three machines intended to replace competitive 1978 cars. Each had a fairly encouraging debut. But note, it isn't by chance that these three cars are constructed by teams whose budgets are considerable.

by Eric Bhat

LOTUS 80: WINGS AFTER ALL

The Lotus 80 was first shown to the public at Brands Hatch last March. It was, Colin Chapman hoped, the first ground effect car to run without wings. Theoretically, it should have made its racing debut at the US Grand Prix West. At least, that was Colin Chapman's intention if the first tests, conducted by Mario Andretti at Jarama, were sufficiently successful. It was not the case though. The 80 couldn't get below 1'20'' while the Ligier JS11 at the same time was lapping the Madrid circuit nearly 6'' faster. When the 80 reappeared at Brands Hatch for the Race of Champions (during practice only) it was fitted with a traditional rear wing, and front nose fins. The skirts around the nose had also disappeared. So the 80 lost some of its original character, without necessarily being any less efficient. The skirts fitted to the curved sides of the Lotus didn't slide properly. Furthermore, brake cooling and an overheating gearbox meant that Andretti abandoned the 80 and raced the 79.

Before going to Spain, the Lotus team made a detour via Circuit Paul Ricard to do some more testing. Chapman and Andretti were sufficiently happy with the testing that they decided to race the 80 at Jarama. Andretti's best lap on the 3.3 kms circuit was 1'8''2. *''It wasn't a fantastic lap,''* explained Nigel Bennett in Spain after the testing, *''but it was a useful test session because we found out what wasn't working on the aerodynamic front. We're going to need a little time to put it right. The 80 will be fitted with wings at Zolder too, but it's certainly possible that one day the wings will disappear.''*

On the Friday at Jarama, Mario Andretti found his car very unstable, noticing it weaving both under braking and acceleration, but he cured that with harder springs. The brakes were also worrying him. However, they didn't stop him from posting an excellent sixth fastest time, 4/10ths slower than Villeneuve. During the second officially timed session, he did better again, climbing up to fourth. But there were murmurs that Goodyear, in order to conducts some ''experiments'', had given him more sets of qualifiers than usual. Whatever, the 80 had made real progress and it was already showing itself to be competitive. this conclusion was confirmed in the race. Mario Andretti was always one of the front-runners. Certainly he had to allows Niki Lauda's Brabham past, but nevertheless, he succeeded in overtaking Jody Scheckter towards the end of the race even though he'd lost one of his nose fins a few laps previously. So Andretti took the 80 to a very encouraging third place on its race debut. It finished behind the 79 of Carlos Reutemann. The new Lotus will continue to be developed before it becomes a real championship contender, but the technical

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aspect of the car continues to change, and we will have to wait for Zolder to see if that is continuing.

WILLIAMS FW07: JONE'S SMILE

The first practice session on Friday morning started two hours late. Although all the drivers were ready in their cockpits, gloved and helmeted on time, the track wasn't yet ready. So one by one, wondering what was going on, they got out of their cars again. All except one, that is: Clay Regazzoni. The Swiss didn't leave his new Williams FW 07. *''He likes it so much,''* observed one journalist, *''I think he'd sleep in it if he could.''*

The fact is that Regazzoni, in common with Alan Jones, was eagerly waiting the start of practice. Early testing by the Australian at Ontario the day after the Grand Prix at Long Beach had shown that designer Patrick Head had made no mistakes in the design of his new car. *''It's basically excellent,''* Frank Williams pointed out after the tests. *''I can't say if it will be competitive here, but I assure you that I'm optimistic.''* He couldn't hide a smile, Frank. He's dreamt for years of winning a Grand Prix. His face, despite his efforts, betrayed his confidence. Even though the drivers didn't qualify higher than thirteenth (Jones) and fourteenth, Frank was still calm after practice. *''Alan improved by 2''5 comparing yesterday and today's times, sorting out many small details that are natural in a new car. I'm sure that with one more day, we'd gain another second: he could do 1'15''0.''* That was precisely the best time that the Lotus 80 had done. Clay Regazzoni, pulled back two seconds during the two sessions.

But really it was on Sunday morning that one began to realise the potential of the new 07. Alan Jones and Clay Regazzoni were fifth and eighth in the warm-up, showing that they were to be reckoned with during the race. Handling problems suffered during practice had been almost completely solved. The Williams drivers experimented without using front nose fins and using them, and plumped for using the aerodynamic aids in the end. *''But that doesn't necessarily mean that we'll always use them,''* said Alan Jones. *''Even without the nose fins the balance of the car could be good.''*

Jones couldn't stop smiling after the race. Even though he'd had two punctures and had to stop with gearbox trouble, it didn't stop him from remembering the most important point of all: that he had a competitive car again. Alan himself confirmed the fact: *''the 07 is fantastic, really. It'll go really well on all circuits. It's a car that is well balanced to begin with and it works well mechanically as well as aerodynamically. I've just retired, maybe, but I'm very happy. Roll on Zolder...''*

Equally, he set some good times during the race, and that must also have pleased him. Two stops to change tyres after punctures dropped him down the order, but it didn't upset him. During the second part of the race, he was lapping at the same speeds as Depailler, and set the fastest lap until right at the end when Villeneuve, using new tyres, pipped him for that honour. The competitivity of the new Williams could be due to its short wheelbase, which would make it agile in corners.

Clay Regazzoni was equally enthusiastic about the new 07: the two Williams were going like trains. Caught up in a bunch at the start of the race, the Swiss driver showed all his old spirit and dash, overtaking René Arnoux before catching Pironi's Tyrrell with whom he fought a brief battle before overtaking him on the 25th lap. While attempting to catch Jarier in sixth place, Regga's race was cut short by engine trouble. But he too had reason to remember the Spanish Grand Prix. After two difficult and fruitless seasons with Ensign and Shadow, the future looked promising.

RENAULT RS10: MEETING IN ANDERSTORP?

Jean-Pierre Jabouille is an intelligent and throughtful driver, but also very exacting. On Saturday afternoon, after the final practice session, the Renault driver was walking around his RS10 pensively, looking slightly puzzled. He had just qualified ninth quickest which, for an entirely new car which had only covered about 70 laps in private testing, wasn't bad at all. But Jabouille soften a little and finally declare his satisfaction. *''It's true, ninth quickest, considering our lack of experience with the car, isn't bad,''* he agreed. *''But I'm not euphoric, I'm so-so about it.''* Jean-Pierre admitted what was nagging him: *''the RS10 isn't as good to drive as the old car. It's just as bad in slow corners; it's not well balanced, the handling is bad, but it's hard to say in what sense. In all the slow corners, the car seems soft, it's difficult to describe but it's not handling well.''*

Regazzoni: ''an understeering car at the start of practice''.

Andretti: ''an unstable car in the first session''.

Jabouille: ''a soft car in slow corners''.

Remember that the RS10 is still rather new to circuits. After shakedown tests by Jaussaud and Jabouille at Circuit Paul Ricard, the first serious tests were undertaken the week before the Grand Prix at Jarama. *''We don't really know the car ourselves yet,''* said engine man François Castaing. *''We've really only tried to get the mechanical parts working properly. Fitting a turbocharged engine into a single seater poses more problems than a conventional engine, in that to get it working properly is more complex. The accelerator, for instance, operates the air valve at the same time as the injection. The systems are complex. On top of that, you can add heat that is transferred to other parts of the engine. We have to sort out lots of these type of things during preliminary testing.''*

''We've also tried a different engine which is an intermediate version before using a double-turbo (which should be a Monaco). *It consists of one turbo which separates the two cylinder banks. But this system wasn't very satisfactory. Although the turbo range was greater, Jean-Pierre prefers the peakiness of the current engine to the rather softer feel of the intermediate version. So we're using the normal engine in the RS10 while sorting out the car. We've encountered another problem in the gearbox spacer: the clutch thrust bearing seized.''*

Altogether, the new Renault had covered 70 laps of Jarama when official practice started. Jean-Pierre may not have been very happy after the two days of official practice, but that was because various little problems stopped him from driving his new car as much as he would have liked. On Friday morning, after only four laps, he was stranded on the circuit after the accelerator cable broke. During the afternoon, when he had a chance to acclimatise himself to the car he noticed that the skirts weren't working properly. On Saturday morning, the turbo wasn't giving enough boost. These worrying moments, as well as handling trouble in slow corners,

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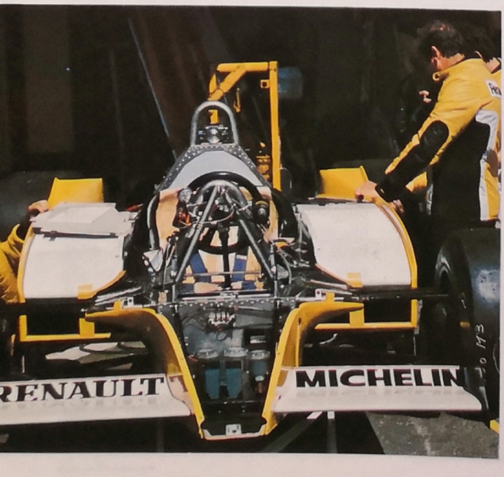
The two Williams were immediately competitive.

Lotus: Despite everything, a wing, above the original.



Renault RS10: it has the look for the Brabham-Alfa BT48 from the front. It's longer and wider than the preceding car.

stopped Jabouille from putting his car up amongst the first ten. *"But that's normal"*, he conceded, *"I always want more."*

But the race itself scarcely encouraged him. He spun on the third lap because there was too much rearward brake bias. A fire started in the engine compartment, but he put it out himself. Finally, the turbo got worse and worse and in the end caused his retirement.

In Belgium, the RS10 may still be too new to show promise. At Monaco, the men in yellow and black will try the double-turbo engine. So, may the RS10 and double-turbo come together at Anderstorp? ■

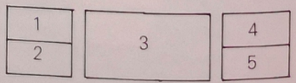
1 ***Jean-Pierre Jabouille: "I always want more".***

2 ***Clay Regazzoni would almost have liked to sleep in his car.***

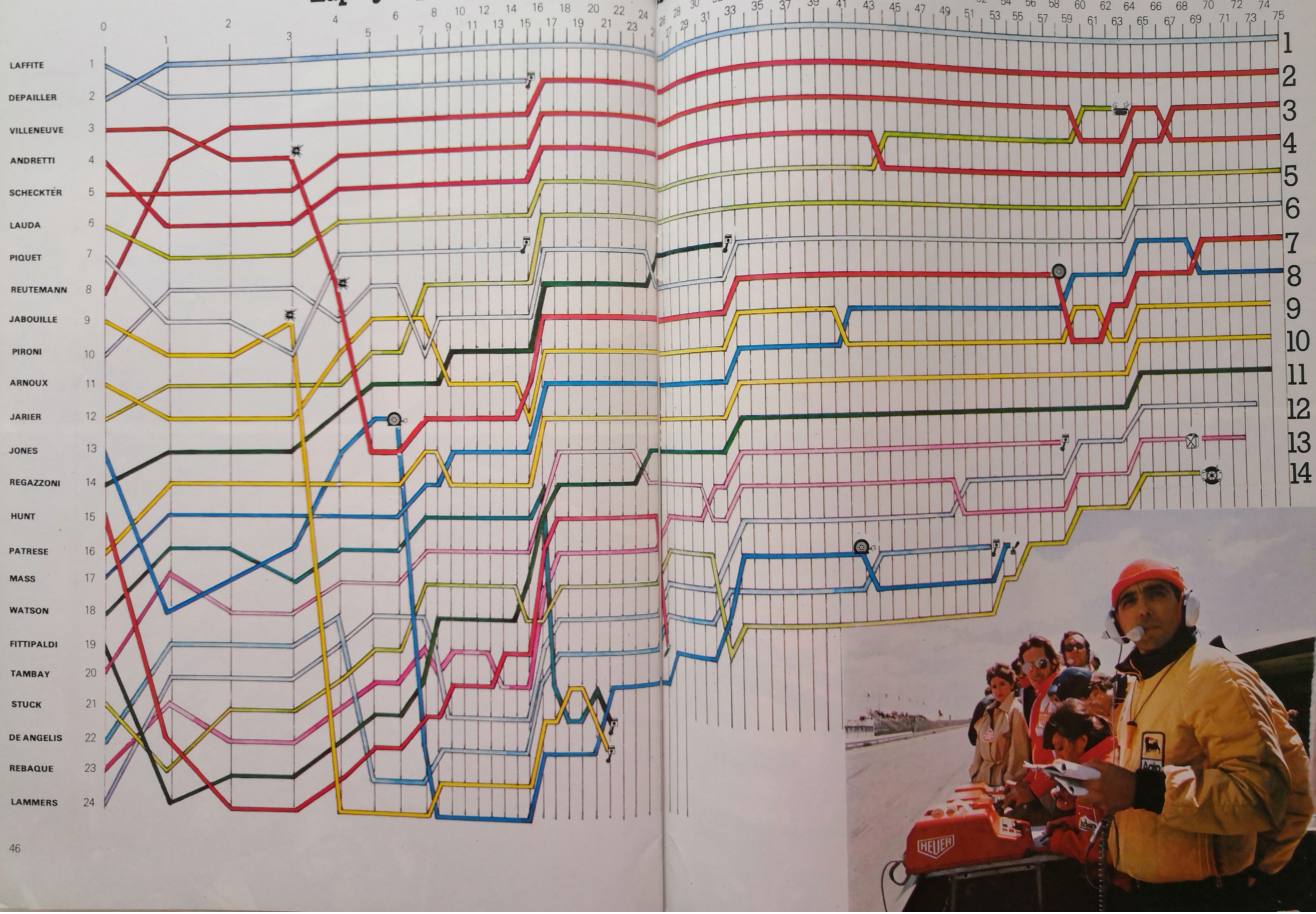
3 ***Lap by lap.***

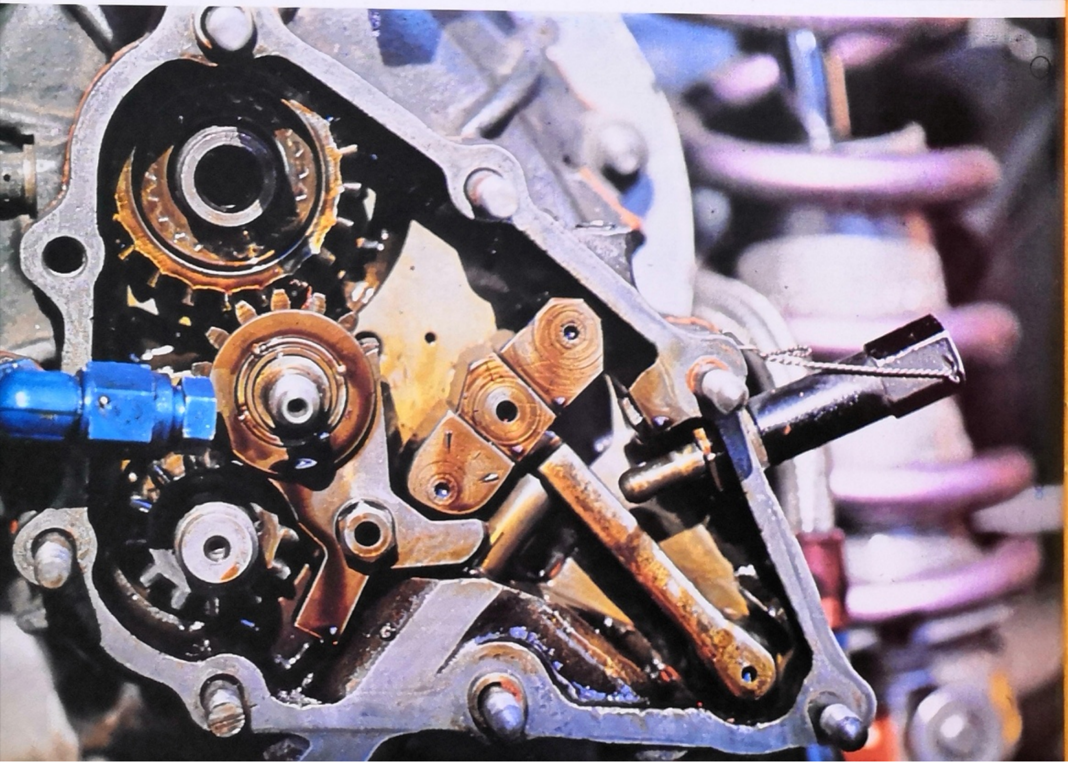
4 ***Ford Cosworth: its 120th victory.***

5 ***Hewland gearbox of the McLaren M28B.***



Lap by lap ~ Giro per giro ~ Ru nde um Runde ~ Tour par tour





LIGIER-GITANES

Ligier-Ford JS 11/02: Jacques Laffite (F).
Ligier-Ford JS 11/03: Patrick Depailler (F).
Ligier-Ford JS 11/01: spare.

The Ligier JS11s were back on top after being beaten in two races. They'd had trouble at both Kyalami and Long Beach, and the reason was brake problems on the two JS11s. The reason for this was discovered back home in France: the brake fluid was of bad quality and was boiling too early (at 160 degrees instead of 240). Testing at Magny-Cours ten days before Spain revealed the problem had been solved. Theoretically, the JS11s arrived in Jarama in top form.

The first day of practice, however, wasn't particularly favourable. Laffite had trouble with his sliding skirts which weren't sliding, while Depailler was bothered by...the rear brakes which were overheating. The master cylinder was changed and that solved the problem for the afternoon session. Laffite, on the other hand, had to wait until the next day before his skirts functioned properly. They changed the skirts completely. The ones he had been using had already been done at Long Beach: *"They were old and completely twisted"*, explained Jacques.

After theltwo Ligiers had set the fastest times on Saturday, Jacques and Patrick only had to resolve the delicate problem of the choice of tyres. Finally, they both opted for hard compounds and relatively narrow rear tyres, a combination that Depailler hadn't tried. *"I made a mistake refusing to try them. These smaller tyres balance all single seaters, but I preferred the bigger ones because they give better traction which can compensate for slight lack of balance. But on Sunday morning, with full tanks, I reckoned this traction advantage was minimal, and so I decided to start the race on tyres that I'd never tried."*

Apart from having slightly softer springs on the front of Patrick's car, the basic set-up was the same on the two JS11s. The narrower tyres had shown good results on Jacques' car: they should be equally good on the other one and Patrick should have nothing to worry about.

After Laffite had retired, the race became dead easy for Depailler. *"My car was absolutely marvellous from half distance onwards, when the slight understeer I had at the start disappeared. I had just one slight problem in the early laps when Jacques was right behind me. My engine wasn't very smooth picking up from low revs, and that hindered me slightly in the long second gear corners. But that's just a little detail."*

Laffite overrevved his engine and that's what prompted his retirement. However, you couldn't really say the he blew it up, as Laffite goes on to say *"the mechanics went out to retrieve the car and managed to start the engine. I don't know exactly what's wrong with it."*

FERRARI SEFAC

Ferrari 312 T4/037: Gilles Villeneuve (CDN).
Ferrari 312 T4/038: Jody Scheckter (ZA).
Ferrari 312 T4/039: spare.

Grands Prix may follow one another, yet the Spanish one didn't yield the same rewards for the Scuderia as those at Kyalami and Long Beach. The two cars finished, yes, but only in fourth place (Scheckter) and seventh (Villeneuve). There were no noticeable modifications to the 312 T4s at Jarama. Despite the success of the forward mounted rear wing at Long Beach, they weren't used in Jarama. *"There isn't the long straight here as at Long Beach, so they don't help that much. However, perhaps we'll be using them at Zolder"*, Mauro Forghieri pointed out on his return to the racing circuits after his absence from Long Beach. Following comparative tests between the short front wing support and the slightly longer one, Scheckter and Villeneuve both chose the latter. From the strong position that they held on Friday, they slipped back on Saturday. Both opted for hard tyres to use in the Grand Prix. Scheckter, after the race, reckoned that he'd just driven one of the most difficult of his career. He was always fighting someone. First of all he was challenging Reutemann, then fighting off Andretti, then Lauda who overtook him, then Andretti again, who overtook him this time, and finally it was Jarier who was closing on him at the end.

Villeneuve's race was just as action-packed, starting with two spins, then a change of tyres, and the loss of first gear at the start.

MARTINI RACING TEAM LOTUS

Lotus-Ford 80/1: Mario Andretti (USA).
Lotus-Ford 79/2: Carlos Reutemann (RA).
Lotus-Ford 79/4: spare.

It was a superb result for the Lotus team who took the two runner-up places. The 80 had its first race and completed it in good style. It may have finished in third place, behind the well-sorted yet older 79, but certainly its first outing was very promising. Mario didn't drive his spare 79 at all, which was proof that he had confidence in his new car. His main task in practice was to sort out the handling of the 80. In the race, he never had time to relax. First of all he had to withstand Lauda's attack, then Jarier, after the Brabham had overtaken him, and when he'd got over the shock of losing a nose fin, he caught up Scheckter from whom he took third place after Lauda had retired.

Reutemann was fantastically at ease in practice at Long Beach, where all hopes of a good race were dashed even before the start. But Reutemann was again in the same mood at Jarama where he took a superb second place. However, he had a lot of problems in practice. During Friday practice, he suffered excessive understeer which he found difficult to balance out. *"I'm having a lot of trouble adjusting the car here. It's very delicate."* Even though he'd improved the handling, he didn't improve his time on Saturday. First of all he lost time with an electrical fault, then he had the bad luck to be using faulty qualifying tyres. Finally, a water leak from the radiator cut short his practice.

After an excellent start, Carlos overtook Villeneuve on the second lap, and then mastered Scheckter's efforts to get past. But Scheckter was the first to feel the pressure in fact, and Carlos no longer had to worry, taking second place at the end. It was his fourth result of the season. Should he finish again above fifth place, he will drop his 2 points gained in South Africa by finishing fifth.

TEAM TYRRELL

Tyrrell-Ford 009/1: Didier Pironi (F).
Tyrrell-Ford 009/3: Jean-Pierre Jarier (F).
Tyrrell-Ford 009/4: spare.

The Tyrrells sported some aerodynamic modifications. Both cars were fitted with higher end plates on the front wings, the line of which were followed through to high extensions running the length of the side pods. “*With this system, the air is better chaneled, we've also more downforce at the front. The car handles better in the tight corners,*” explained Didier Pironi. The disadvantage of these extensions was that they made the 009 much more susceptible to side winds, and it was very windy during practice. Nevertheless, both drivers chose to start the race with the modifications fitted. For Jean-Pierre Jarier, the principal problem in the Tyrrell team at Jarama was that they hadn't done any private testing at the circuit, unlike most of the other top teams. “*It's a big handicap*”, he explained. “*We are two days behind the others, and we're paying for it. All the little setting-up problems that we've had on Friday and Saturday would have been already solved if we'd tested here before, and then we would have been able to progress further in the official sessions.*” Even so, Jean-Pierre had various little problems during his practice, which he summed up thus: “*during the first qualifying session, my brakes didn't work well, and my car understeered on qualifying tyres, so I used race tyres to set the time. I wasn't able to sort out the understeer as my intercom to the engineer didn't work, and we misunderstood one another. On the Saturday, I didn't have any more qualification tyres. The skirts didn't work well. The car understeered into slow and average speed corners. I'm not very happy with it at the moment. As I said, we haven't had enough practice.*”

Jean-Pierre was very competitive in the race. First of all he was stuck behind Piquet, but when the Brazilian retired, he slowly caught up the Andretti-Lauda dice. When Andretti lost his front fin, Jarier tried really hard to overtake him, yet was absolutely at a loss as to how to pass the American under braking at the end of the straight. The wily American resolutely shut the door on the Frenchman, who had to settle for fifth place.
Didier Pironi lost the Friday trying to sort out a braking problem. “*The car is unstable, the braking is irregula. I'm not confident. The mechanics are going to change the whole system.*”
He didn't really have any luck on Saturday. “*I lost a wheel in the middle of the session, for the same reason as in South Africa, the wheel wasn't fitted properly. I was going round a hairpin so I wasn't going very quickly and the car asn't damaged. When I went out in the spare, I lost a skirt. I've only gone 3/10ths quicker and I'm sure I could do a lot better.*”

Although he would have prefered hard tyres, his team advised him to try softer compound tyres. They'd been tried by Jarier during the warm-up with encouraging results. Pironi had never tried them, but the team said that they didn't alter the balance of the car. Wrong. At the start, when the tyres were relatively new, the Frenchman found his car unstable. After around 15 laps, the Tyrrell started oversteering. “*It was like a top, I had no grip. It was a vicious circle. The more I slid, the more the tyres went off. At the start of the race, I was held up by Jabouille's spin on the fourth lap. Then I caught up Mario. The tyres were allright then. But by the end, there was nothing I could do. Furthermore, my engine wasn't picking up out of the slow hairpins. I'm disappointed, I should normally have been able to stay with Mario.*”

WARSTEINER-ARROWS

Arrows-Ford 78/1A: Riccardo Patrese (1)
Arrows-Ford 78/3A: Jochen Mass (D)

Riccardo Patrese and Jochen Mass were doing the best they could with the old Arrows, now out of date. The Italian and the German didn't spare any effort though, but did their best with the car that is difficult to set up and too old. When we pointed out that his bravery coming down the hill was considerable, Mass smiled. “*It's not me that's spectacular, it's the car. There's nothing I can do, I can't iron out its oversteering character. Anyway, even if it didn't oversteer, I still wouldn't be on the front row...*”
Riccardo Patrese had the same problem, although less severe thanks to the use of titanium springs.
Mass had a good race, finishing on the same lap as the winner, but in eighth place. Riccardo had to let the winner by once, finishing a lap behind in tenth place behind Arnoux. At least the Arrows demonstrated that they are reliable.

RENAULT-ELF

Renault RS10: Jean-Pierre Jabouille (F)
Renault RS03: René Arnoux (F)
Renault RS02: spare.

Jean-Pierre Jabouille brought out the new ground-effect car for the first time. Despite various teething troubles already described in these pages, it looked good. After qualifying on the fifth row, Jabouille was ninth when he spun, losing all hope of success.

René Arnoux, on the other hand, did his best with the old RS03. On Friday morning, he surprised everyone (agreeably) by setting the fourth best time in the unofficially timed session. He explained this simply: “*I did a lot of testing last week. I know the circuit well and the car was perfectly set up. The others are still sorting their cars.*” René, as if to confirm what he had said (if he had to), stopped before the end of the session looking satisfied. “*What's the point of carrying on? Everything's OK. I've got to go well this afternoon.*”
Using Michelin qualifiers, very good until they were beaten by Goodyear the next day, René set the seventh fastest time on Friday afternoon. But he couldn't improve on that the next day. “*From the beginning of the session until the end, my engine wouldn't rev properly. Towards the end in fact, it got worse.*” It wasn't the first of René's problems, for he went off the track and slightly damaged the car during the morning session.
René was tenth at the start of the race, but lost a number of places due to brake face: Pironi, Regazzoni, Villeneuve and then Mass overtook him. Nevertheless, the Grenoble driver finished ninth.

SAMSON-SHADOW

Shadow-Ford DN9/2B: Jan Lammers (NL)
Shadow-Ford DN9/1B: Elio De Angelis (I)
Shadow-Ford DN9/3B: spare

Jan Lammers and Elio De Angelis continued their apprenticeship with the same aim: to learn and gain experience.
Elio lost most of the first session because of an oil leak. “*It's stupid, I don't know the circuit, and I can't learn it.*” On Thursday afternoon, he realised that his race car didn't handle as well as the spare, but the race car's engine was better. Some dilemma!
Twenty minutes from the end of the session, Elio was nevertheless quickest of the non-favoured Goodyear teams, but then Hans Stuck pipped him for that position, and won the use of qualifiers for the next day. On the Saturday morning, Elio decided to use the spare car, despite its less powerful engine. The team didn't want to change the engines, as both had just been rebuilt, and would also be used. “*I made some adjustments,*” said Elio, “*and lapped in 1'17''8 on race tyres, while Stuck did 1'17''5 with qualifying tyres. It's a shame that! didn't have them.*” Always impetuous, and sometimes too much so, the Italian went straight on at the end of the straight on the fifth lap. He knocked down two rows of catch fencing in the resulting sand storm, and carried on, only to break the engine on the 53rd lap.

As for Jan Lammers, he finished 12th, two laps behind the winner. For a long time ha was right behind Patrick Tambay, trying desperately to overtake him which he finally succeded in doing on the 50th lap. The young Dutch driver was struggling with handling trouble during practice. “*My car is very unstable in some really easy parts of the circuit. I can't accelerate hard because the car starts to oversteer. If I lift off,it understeers. Furthermore, it doesn't make any difference when we change the wings. I don't know how we're going to sort it out.*”
Trevor Harris is designing a new Shadow, but fort next year. However, certain parts of that car will be suitable for the current vehicle and De Angelis and Lammers are eager to try them.

PARMALAT-BRABHAM

Brabham-Alfa Romeo BT 48/02: Niki Lauda (A)
Brabham-Alfa Romeo BT 48/03: Nelson Piquet
Brabham-Alfa Romeo BT 48/01: spare.

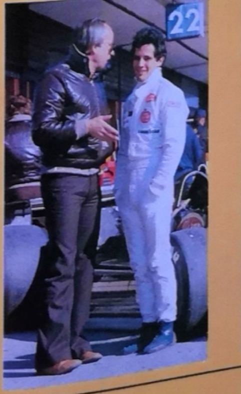
Niki Lauda found himself in a quandary. He was delighted with his car, yet he couldn't go any faster. That was Friday. His car didn't understeer, nor did it oversteer, and it had good traction out of the corners. So it had to be the engine that was holding him up. That was changed for the second timed session, but Niki had only one more set of qualifying tyres, and only pulled up three places on the grid.

He started on soft tyres and had a superb race, climbing up to third place virtually within sight of the flag when a radiator hose broke. Niki is still waiting for his first good result of the season, and one suspects he's getting a little impatient waiting for it. He knows that with the BT 48B, Gordon Murray hasn't given up trying to run a wing car.
Nelson Piquet qualified easily in seventh place, less than 2/10ths behind Niki. He was lying seventh in front of Jarier when he retired with a jammed accelerator.

TEAM REBAQUE

Lotus-Ford 79/1: Hector Rebaque (MEX)

Hector Rebaque took a long time adapting to the circuit during practice. In the race, he led Fittipaldi at first, but had to let him by on the seventh lap, but stayed close behind the Brazilian. He tried a couple of overtaking manœuvres at the end of the straight, and even managed to get by Emerson, only to miss his downchange and lose the advantage he'd gained. He retired on the 58th lap due to a broken engine.



COPERSUCAR.

Copersucar-Ford F6: Emerson Fittipaldi (BR)
Copersucar-Ford F5A/1: spare.

Nothing was going well in the Copersucar camp, where they confirmed that the F6 simply doesn't work. Emerson found out for himself on Friday, still confronted with the same grip problem: no rear wheel traction. The F6 didn't reappear on either the Saturday or the Sunday: Emerson was resigned to the fact there was no hope and tried his best in the old F5A, which he'll probably have to use in the next Grands Prix too.

Having qualified 19th fastest, he was the tail-ender on the first lap. He couldn't do better than battle with Rebaque whom he passed on the 13th lap. The young Mexican tried to fight back. After he'd retired, Emerson continued alone and finished an undistinguished eleventh.

MARLBORO McLAREN

McLaren-Ford M28B/1: John Watson (IRL)
McLaren-Ford M28/3: Patrick Tambay (F)
McLaren-Ford M28/2: spare.

The McLaren team had attempted to regain ground lost thanks to the uncompetitive M28. A B version had been built for John Watson: *Apart from the monocoque, it's almost a new car,''* said Teddy Meyer's mechanics. The M28B had a new rear wing, new radiators, modified front and rear suspension and different air vents. The use of lighter materials had brought the weight down by more than 30 kilos, now closer to 600 kilos. Gordon Coppuck couldn't develop the car any further: the fuel tanks and other parts of the monocoque made a total aerodynamic redesign impossible. Without doubt, the M29 will have central tanks mounted behind the cockpit. John Watson tried his new car at Donington before it was taken to Spain, but as so often happens when the English-based teams test, *the track was damp and the times we did weren't really indicative,''* as Alistair Caldwell said. Even so, the M28B wasn't very promising. Watson wasn't any further up the grid than he had been in the preceding Grands Prix. On Friday, the Irishman lapped in 1'17''11 with qualification tyres, but didn't improve on this the next day, despite another set of qualifying tyres: 1'17''65. Patrick Tambay, at the same time, using old tyres, set a 1'17''45 with the conventional M28. Teddy Mayer decided that the springs fitted to Patrick's car were more efficient, and decided to fit them to Watson's car. The Frenchman was understandably upset. *''All the setting up that we've done in the last two days has had to be completely revised during the warm-up, in half an hour.''*

The McLarens were 16th and 17th (Watson in front of Tambay) on the 20th lap when the Irishman retired with engine trouble. Tambay attempted to stay ahead of Lammers, but had to let the Shadow by. Towards the end, his engine started cutting out and he stopped for fuel. He finished 17th, four laps down.

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ATS WHEELS

ATS-Ford D1/03: Hans Stuck (D)
ATS-Ford D1/02: spare.

Before going to Spain, the ATS team went to Circuit Paul Ricard for a long test session to try out some modifications. *''It's the first time this year that we've tested,''* said a happy Hans Stuck. The combined springs shock absorbers were repositioned, the anti-roll bar modified, and some extentions to the side pods fitted. *''Thanks to these modifications, we've gained 3'' at Ricard. I've cut my lap times from 1'13 to 1'10''1. But we've still got to find two or three seconds more,''* ''said the German driver. For the first time this season, Stuck was able to use qualifying tyres during the Saturday session. However, he still couldn't do better than 21st quickest. In the race, his tyres went off and he had braking trouble. Watching him brake at the end of the straight was spectacular, the ATS weaving with the brakes jammed on.

Stuck managed to keep control of his car all the same, finishing six laps down after a number of pit stops.

SAUDIA WILLIAMS

Williams-Ford FW 07/001: Clay Regazzoni (CH)
Williams-Ford FW 07/002: Alan Jones (CH)

The Williams cars were the great surprise of the weekend. They weren't that competitive in practice, Clay Regazzoni and Alan Jones spending most of the time setting up their still very new cars. On Sunday morning, they gave the first hint that they're going to be very quick. But Alan Jones totally messed up his start. *''It's the first time in two years that I've made such a dreadful start. I had the wrong gear.''* Two punctures lost him all hope of a good placing. His gear stick broke, hence his retirement. Regazzoni, as competitive as ever, came through the field to lead Pironi before his engine broke.

MERZARIO

MERZARIO-FORD 03 : Arturo Merzario (I)

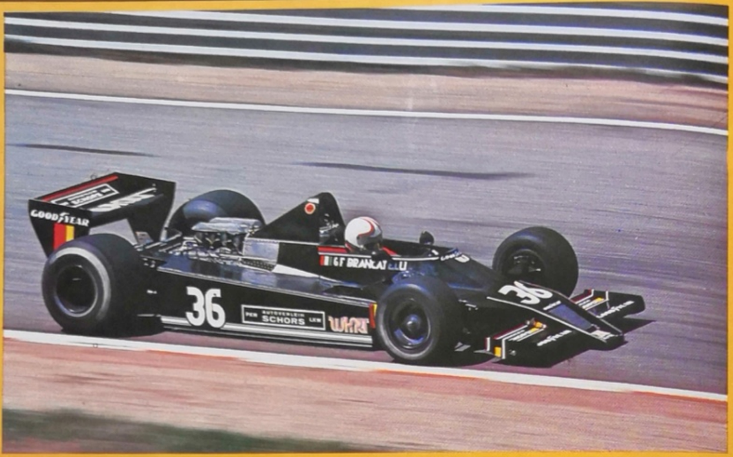
Arturo Merzario had considerably strengthened the front suspension of his new car, having had problems with it at Long Beach. Engine trouble stopped him from qualifying at Jarama, a task he considered relatively easy.

KAUHSEN

Kauhsen-Ford WK 01/5: Gianfranco Brancatelli (I)
Kauhsen-Ford WK 01/4: spare.

Remarkably, the two Kauhsen chassis taken to Jarama were numbers 04 ans 05. The more recent of the two was fitted with a large spacer between the engine and gearbox in order to lengthen the wheelbase. Brancatelli should have driven this car, but radiator problems, plus various others, forced the German team to fall back on the older car. The fact that the newer car was built in eight days perhaps explains its state of unreadiness.

Unfortunately for Brancatelli, the older car was scarcely better prepared, and the few laps the Italian driver completed were insufficient for him to qualify.



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TEAM ENSIGN-THEODORE

ENSIGN-FORD MN 177/06:
Derek Daly (IRL)

Most unfortunately, the new Ensign arrived back from Long Beach a week late, which left Mo Nunn no time to modify the MN 179. *"It had no ground effect at Long Beach,"* said Daly. *"We've got to redesign the side pod shape. They'll be ready for Zolder."* So the Irish driver had to use the old MN 177 which he used last year and at the start of this season. During the final session, the car was excellent. But without qualifying tyres, he lapped in 1'19''30 (last year's pole position with good tyres was 1'16''39), which wasn't good enough to qualify.

OLYMPUS-WOLF

WOLF-FORD WR8:
James Hunt (GB)
WOLF-FORD WR7:
spare.

James Hunt isn't finished yet, there's still some racing left in him. Without doubt one of the most impressive drivers to watch during his development, he's no longer one of the quickest. *"Understeer, understeer, understeer, throughout practice,"* explained Peter Warr, slightly disappointed to see the Wolf down in 15th place after practice. Hunt was without doubt rather too impulsive during the race, going off the track just one lap after the start. His excursion damaged part of the front suspension, forcing the former World Champion to retire almost immediately.

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